STATE LIBRARY OF PENNSYLVANIA
3 0144 00550068 1

Digitized by the Internet Archive
in 2019 with funding from
This project is made possible by a grant from the Institute of Museum and Library Services as administered by the Pennsylvania Department of Education through the Office of Commonwealth Libraries

https://archive.org/details/vol1884annualrep00penn_1

ANNUAL REPORT

OF THE

Secretary of Internal Affairs

OF THE

COMMONWEALTH OF PENNSYLVANIA

PART IV.

RAILROAD, CANAL, NAVIGATION AND TELEGRAPH COMPANIES,

FOR THE

YEAR 1884.

HARRISBURG
LANE S. HART,
STATE PRINTER & BINDER.
1885.

P38.12
1.1
1884

ANNUAL REPORT

OF THE

SECRETARY OF INTERNAL AFFAIRS.

PART IV.

Railroad, Canal, Navigation, Telegraph, and Telephone Companies,

FOR THE YEAR 1884.

Library

COMMUNICATION.

DEPARTMENT OF INTERNAL AFFAIRS,
HARRISBURG, *February 15, 1885.*

To His Excellency ROBERT E. PATTISON,
Governor of Pennsylvania:

In compliance with the requirements of the Constitution, and the acts of the General Assembly, approved respectively April 9, 1870, May 15, 1874, and June 4, 1883, I have the honor to present you herewith, for transmission to the General Assembly, a report of this Department, Part IV, Railroad, Canal, Navigation, Telegraph, and Telephone Companies, for the year ending December 31, 1884.

I am, very respectfully,
Your obedient servant,
J. SIMPSON AFRICA,
Secretary of Internal Affairs.

180786

REPORT.

The number of corporations embraced in the report of this Department for 1883 was 258, classified as follows: Steam railroads, 192; passenger railways, 46; canals, 8; telegraphs, 7, and telephones, 5. The number embraced in the present report is 305, classified as follows: Steam railroads, 228; passenger railways, 50; canals, 8; telegraphs, 11; telephones, 4, and combined telegraph and telephone, 4. The increase is partly due to the active efforts made by this Department to obtain reports from all corporations whose duty it is made by law to report, and partly to the formation of new companies during the year. Notwithstanding the prevailing and wide-spread stagnation in trade, the march of modern methods of transportation and communication is onward in Pennsylvania. The next few years must witness an important addition to her railroad mileage, whilst the telephone promises to extend to almost every village within her limits.

Pennsylvania's Railroad Mileage.

In a recent publication in relation to railroads, Pennsylvania has been assigned an inferior position in respect to mileage, the first rank being accorded to Illinois and the second to Iowa. This Department is not disposed to accept for Pennsylvania the position thus assigned to her.

In the report of the railroad commissioners of Illinois for 1884, the total length of all tracks in that State is put at eleven thousand one hundred and eighty-seven miles. By this report the aggregate length of all tracks in Pennsylvania is twelve thousand seven hundred and sixty-five miles, an excess of one thousand five hundred and seventy-eight miles over the total trackage of Illinois. The Illinois report is for the railroad year ending June 30, 1884. That of Pennsylvania is for the year ending December 31, 1884.

By an unfortunate error, which was not discovered in time to secure its correction, the total of the column devoted to "aggregate length of all tracks in Pennsylvania," in table D of this report, was printed thirteen thousand six hundred and forty-six. The correct total of that column is fifteen thousand six hundred and sixty-five, the error amounting to two thousand and nineteen miles.

But the total of that column, correctly rendered, would not present the true length of all railroad tracks in this State. Many of the reporting roads are leased, and their mileage has been reported by their lessees as well as by themselves, thus doubling it up. The list has been gone over carefully, and has resulted in a deduction of two thousand nine hundred from the total of fifteen thousand six hundred and sixty-five, leaving the total length of all tracks in Pennsylvania twelve thousand seven hundred and sixty-

five miles, as already stated. This does not include passenger railway mileage.

Twenty-seven companies have reported the length of their lines without giving any trackage in the State. Most of these are new enterprises, with roads in various stages of progress, whilst others are old enterprises that have never made much headway, but whose projectors seem indisposed to abandon them, and doubtless hope for better success in the future. Four companies, including the South Pennsylvania, have not reported any length of road, finished or unfinished. If carried to completion, these enterprises would probably add from twelve hundred to fifteen hundred miles to the railroad trackage of the State, but this Department has no data upon which to base an estimate of the number of miles likely to be finished during the current year or in the near future.

Capital Stock, Debt and Cost.

The company reports show $726,322,549 79 of capital stock paid in at the close of 1884, an increase of $32,238,996 69, compared with 1883. Funded and unfunded debt, $775,438,674 42, an increase of $51,926,-033 49. The total of stock and debt reported is $1,501,761,224 21.

The cost of roads and equipment, as reported, is $975,313,784 35, or $526,447,439 86 less than the stock and debt. Adding $31,977,491 05 of real estate reported as owned, the excess of stock and debt over cost of roads, equipment and real estate, as reported, is $494,469,948 81. But a number of companies that reported the amount of their stock and debt did not report the cost of their roads and equipment. This will account in part for the above-mentioned excess, but it is believed that a full report of the cost of all the roads, including equipment and real estate, would still leave a heavy excess of stock and debt over cost. This feature is observable in the railroad reports of other States, and in some of them it is attributed to the process known as "watering the stock."

Passengers and Freight.

There has been an increase in the number of passengers and a decrease in the quantity of freight carried. The increase in passengers shows the increasing disposition of our people to travel, and the decrease in tonnage is evidence of the stagnation in business that prevailed throughout the year. But notwithstanding the increased number of passengers carried, the receipts from this source were slightly less than the previous year. This indicates shorter journeys on the average or reduced rates of fare. Excursions for comparatively short distances and at low rates have become very common and increase from year to year.

Tabular Statements.

The tabular statements contained in this report have been annotated with unusual fullness. Everything in the tables that appeared to need explanation has been duly explained in foot-notes.

Railroads of the World.

The total length of railroads in the world, at the time of issuing this report, is probably two hundred and seventy thousand miles. Very nearly

one half of this grand total of railroad mileage is in North America. The United States have about one hundred and twenty-five thousand miles, and the whole remainder of the continent and adjacent islands (West Indies) about nine thousand. The railroad mileage of the United States is equal to that of Europe, Asia and Africa combined. Europe, with her old civilization and immense population, and her great development in agriculture and manufactures, falls behind the United States about fifteen thousand miles. Counting in her dependencies in all parts of the world, Great Britain can show only about thirty-three per cent. of the mileage of this country, Germany following with fifteen per cent., France with fourteen, and Russia with thirteen. These figures show the marvelous and possibly too-rapid extension of railroads in the United States.

The great empire of China, containing perhaps one fourth of the entire population of the earth, has only seven miles of railroad, and popular sentiment is hostile to its increase. To us this hostility appears to be very unreasonable and to result from prejudice founded on ignorance. There may be a better foundation for it and more wisdom in it than we are aware of. This seems possible from what has happened in one of the islands of Asia. Ceylon, lying off the southern point of India, is about half the size of Pennsylvania and contains about half her population. It is a British possession and has long been noted for its production of coffee, large quantities of which have been exported.

The better to get the coffee to market, a railroad seventy-four miles long was constructed from Colombo, a seaport, to Kandy, a town in the interior, traversing the finest coffee-producing districts in the island. A branch was thrown out twenty-five miles from a point on the main road, making a total length of ninety-nine miles. To an American or a European, the effect was of the most unexpected character. The Honorable W. Morey, writing from Coquimbo under date of December 30, 1882, stated the remarkable fact that "every locality in Ceylon heretofore penetrated or even tapped by a railroad line has almost immediately after lost its character as a coffee-producing district."

It would be interesting and instructive to know *why* the production of coffee declined with the extension of facilities for its transportation to the principal market on the sea-coast of Ceylon, but the volume* from which this remarkable information is obtained throws no light on the subject. To most minds it would at once occur that coffee had been abandoned for more remunerative products, but this theory is contradicted by what Mr. Morey wrote about the business of the railroad. He said: "The revenue for the year 1881 from railroad receipts was $161,955, the latter having been actually less than the receipts of any previous year since 1874, although forty-six additional miles of permanent way have been opened since that period."

"Happutella," according to Mr. Morey, is "now about the only real coffee district in the island." Seven districts are named as having suffered

*"Foreign Railways of the World," published by the "Railway Register," St. Louis, Mo., 1884.

a destructive decline since the railroad was made, and these are described as "comprising every locality known to coffee production in Ceylon through which or near to which the iron horse has found its way."

Railroad Reports of other States.

A synopsis of statistics given and topics discussed in railroad reports of other States received at this Department is hereto annexed.

Connecticut.

The report of the railroad commissioners of Connecticut, dated January 1, 1885, contains the statistics of the several lines of the State for the fiscal year ending with the 30th day of September, 1884. In compliance with a law requiring the commissioners, at least twice in each year, to examine the several railroads and see that they are kept in suitable repair, a report was made of the condition of each road in which additions to equipment, renewal of wooden structures with wood or iron, replacing of iron with steel rails, modernizing and enlargement of passenger station-houses, laying of double track, laying of stone ballasting, bridging of highway crossings, and other improvements are noted. The length in miles of the several roads in the State is 973.33; double track, 173.78; sidings, 247.505; total length of single track, miles, 1,394.615. With the exception of sixty-three miles, all the roads are laid with steel rails. Eleven companies, representing a combined capital of $30,340,377 46, declared dividends ranging from $2\frac{1}{2}$ to 10 per cent., averaging 8.73 per cent., and twelve companies, with a combined capital of $27,594,650, declared no dividends. The total amount of stock and debt reported on the 30th September, 1884, was $91,678,241 59, and the cost of roads and equipment and other permanent investments, $90,705,647 38. The gross earnings show a falling off, compared with the preceding year, of $300,643 69, whilst there was an increase of six hundred and four thousand nine hundred and fifty-seven in the number of passengers, and of nine hundred and forty-nine thousand eight hundred and fifty in the number of tons of freight carried. Referring to the rivalry for precedence between two companies whose lines, if constructed, would be parallel, the commissioners say: "At present the depressed condition of business, the ruin which has come upon investors in the stock and bonds of some parallel lines, and the unsatisfactory condition of what were supposed to be sound railroad corporations, forbid any expectation of the immediate construction of either of these proposed roads." No new companies were formed and there was very little new work done during the year.

Illinois.

The report of her railroad commissioners for 1884 claims for Illinois the distinction of leading all other States in railroad mileage. The total length of main lines and branches is stated at nine thousand one hundred and forty-one miles, and of all tracks, eleven thousand one hundred and eighty-seven. The capital stock and debt of the reporting roads (some of which extend outside of the State, and all of which combined have a total trackage of thirty-six thousand six hundred and seventy-seven miles) is

$1,377,229,768. and the cost of roads and equipment. $1,255,513.448. Forty-three roads were operated at a profit and seven at a loss during the year. There was a total decrease in gross earnings, compared with the previous year, of $3.918.846. and the balance applicable to dividends was $5,025,625 less than in 1883. The gains and losses are stated as follows: "Passenger. gain. $2.044.817 30; freight. gain. $4.944,570 07; other sources, loss, $10.908.234 16." The companies reporting had a total gross income for the year of $210.228.068 76, of which $56.457,138 39 was from Illinois business. The dividends declared ranged from three to ten per cent. There was an increase of six million six hundred and thirty-five thousand eight hundred and eighty-four tons of freight on the whole line. but the increase in Illinois was only four hundred and eighty-three thousand six hundred and eighty-nine. The rate charged for freight in cents per ton per mile on fifteen of the principal roads in 1884 was from 0.70, the lowest. up to 1.84, the highest. The total number of employés on all the roads reporting was one hundred and forty thousand eight hundred and seventy-seven; of these, forty-three thousand two hundred and sixty were employed in Illinois. Persons killed within the State, three hundred and seventy-six; injured, nine hundred and seventy-five. Steel rail is being generally used.

Iowa.

The companies reporting to the Iowa board have a total length of twenty-one thousand one hundred and fifty-four miles, but the number of miles in operation within the State is seven thousand two hundred and forty-nine. The capital stock and debt representing the mileage within the State amount to $273,007,694, and the cost of the roads is stated at (about) $258,337.892. There was an increase of earnings over the previous year of $1,301.917 08, and of operating expenses. $423,465 53. making the increase of net earnings $878.451 55. Twenty-four roads show an excess after deducting operating expenses, interest and rental, and eight show a deficit after making these deductions. The cost of operating one road was $6,242 80 more than its entire income. The amount of taxes paid by the railroads in the State is $881,149 36, being seven per cent. of the net earnings. About one half of the rails in use are steel. The number of persons employed in operating the roads is twenty-six thousand seven hundred and thirty-one. The number of killed was one hundred and twenty-nine; injured, four hundred and forty-nine. The low price of produce has led farmers to complain of the rates for transportation, but the commissioners report that the roads are generally carrying at a reduction upon the rates prescribed in what is commonly known as the "Granger law." Writing in relation to a reduction of rates, the president of one company says this would do producers no good, as its only effect would be to reduce prices in the principal markets, the supply being in excess of the demand. A manager of another principal road writes that "there has been an over-production of railways, just as there has been of everything else of late years." He intimates that much of the surplus with which the markets are stocked may

be due to the application of machinery. both on the farm and in the shop, and cites the case of a Minnesota farm laborer who had been unable to purchase an overcoat for use last winter because the twine-binder had deprived him of employment during harvest. On the part of some of the railroad officials, objection was made to a reduction of rates because, as they said, "experience shows that when a rate is once made it can never be raised without exciting popular clamor," the popular belief being "that the lowest rate ever voluntarily made by railroads should be insisted upon as a permanent basis." "We recognize," they said, "the wisdom of meeting the market, feeling our way by a gradual reduction in the rates, but what we are afraid of is that when we get the rates down, in order to move corn at the present low price, the farmers will never let us put the rates back again, no matter what corn is worth." The farmers had several years before, when corn was high, strongly objected to an advance in freight rates of two cents per hundred pounds, alleging that "it cost the railroads no more to carry corn when it was worth forty or fifty cents a bushel than when it was worth fifteen or twenty cents." Thus reluctance on the part of producers to submit to an increase in rates when it could well be sustained, led to reluctance on the part of railroads to make a reduction when it appeared to be needed.

Kansas.

The second annual report of the board of commissioners is for the year ending December 1, 1884, and contains the returns made by the several railroad companies whose lines are in whole or in part within the State, for the year ending June 30, 1884. The number of miles of additional main track laid during the year was 141.28, and of additional side track 9.15. In compliance with law, the board made such examinations of the roads and their equipment, as well as of the manner in which they were operated, as were deemed necessary to keep informed of their condition and management. The law from which the board derives its authority is not printed in the report, but it appears, from remarks made on the subject of reduction of rates, that the framing of a tariff of rates is one of the embarrassing duties imposed upon the board. In illustration of the difficulties of this work, the commissioners say: "Two roads may have an equal tonnage per mile of road operated, their rates of charges upon freight may be identical upon the same classes of goods and merchandise carried, the expenses of operating the respective roads may bear an equal ratio to the tonnage carried, and yet their earnings may be very dissimilar. This is brought about by the character of the business brought to the two lines respectively. The road that carries the larger tonnage per mile of those classes of goods upon which the rates are highest will make a better showing as to net earnings. If two railroads, situated in respect to their business as above indicated, are required to adopt the same rates, the one may make a reasonable profit while the other may suffer continual loss." It is added that a company which has to haul a large number of empty cars on account of a heavy preponderance of freight going in one direction, works at a disad-

vantage in comparison with one whose cars run loaded both ways, "since the expense or cost of hauling an empty car is nearly as great as hauling the same car loaded with paying freight."

The interests of the people in various sections of the State and of the different carrying corporations were carefully considered, and while no radical change was made, material reductions in the freight charges were effected. The investigation of complaints made by shippers and citizens engrossed a considerable share of the time and attention of the board. Among the complaints were: failure to provide station buildings for the protection of freight and accommodation of passengers: delay in delivering coal shipments: excessive freight rates: the necessity for running an additional passenger train: refusal to furnish cars to shippers: taking up a "spur" track and abandoning a station: charging excessive rates for overloaded cars; changing the location of stations: loss of freight in transit, and overrating weight of freight shipped. The returns of the several companies contain many details which do not appear in the general tabulations, hence the extent of the rolling stock and service performed cannot be ascertained. Six of the companies operating lines in the State paid dividends, and three report a loss for the year. Upon a number of the leading lines there was a material falling off of earnings, but upon others there was an increase. The net decrease was about $2,000,000, and yet there were one million seven hundred and thirteen thousand nine hundred and eighty-two more tons of freight carried in 1884 than in 1883. The total amount of paid-up stock and debt of railroads in Kansas is $581,377,121 91, and the total cost of construction and equipment $469,286,455 49.

MICHIGAN.

The railroad commissioner puts the total track mileage for the State at the date of his report (December 1, 1884,) at 5,043.81 miles, which gives one mile of railroad track to each eleven and one fourth square miles of its territory. He says: "The year has not shown the same activity in railroad construction as the last, and it is probable that, with the completion of the lines already undertaken, railroad building will be comparatively quiet for some years." The amount of capital stock and debt is $588,683,277 34, and the total cost of roads and equipment $545,978,532 71. The excess of stock and debt over cost of roads and equipment has gradually swelled with the extension of the roads from $14,605,531 11, in 1873, to $41,768,609 09, in 1883. This excess, the commissioner says, would require $1,610,991 38, if earned in excess of expenses, interest and rentals, to be diverted from the payment of returns upon capital actually invested in the property, and divided upon shares of fictitious value only.

The earnings in excess of operating expenses showed a gain of $1,111,613 47 over the previous year. Eight companies report deficit of earnings to operating expenses, and ten declared dividends ranging from three to ten per cent. The commissioner says: "After paying the operating expenses and fixed charges, there remained of the total revenue from all sources 3.15 per cent, applicable to the payment of dividends. This would produce a fund of

$2,883,308 66, which would yield a return upon the entire capital stock of about 1.10 per cent., and upon the cost as reported of 0.52 per cent., thus unmistakably indicating that about forty per cent. of our railroad properties will have to enjoy a largely improved traffic before they can be expected to make returns to their owners." The number of persons employed in the service of the companies reporting was fifty-two thousand two hundred and seventy-nine, of whom nineteen thousand five hundred and thirty-one were in Michigan.

The equipment in general use on the roads is, as a rule, maintained in effective condition, and in quality is believed to be fully equal, if not superior, to the standard of the entire country. "But while such is the fact," says the commissioner, "it is also certain that much remains to be accomplished in the way of improved construction of freight cars before the by far too-numerous casualties reported by the railroad companies from year to year will be reduced to reasonable numbers. I am convinced that the following improvements are indispensable to a desirable condition of our freight-train service: 1. A standard pattern of freight car of uniform dimensions and construction, to be adopted by all the roads of the country. 2. Automatic couplers. 3. Power-brake for freight cars operated from the engine, as in general use for passenger cars." The casualty report shows the largest annual record of killed and injured of any in the history of the railroad department of Michigan. The killed numbered one hundred and sixty-three, and the injured four hundred and sixteen, a total of five hundred and sevty-nine. One passenger was killed in each one million four hundred and ninety-three thousand seven hundred and thirty-four, and one injured in each four hundred and sixty thousand two hundred and twenty-three carried. The number of employés on duty in the State during the year was nineteen thousand five hundred and thirty-one. One of every three hundred and fifteen of these was killed, and one of about every sixty-seven injured. The laws regulating transportation appear to be faithfully observed by the railroad companies, and service performed to the satisfaction of shippers, for the commissioner says that in response to that requirement of the law making it incumbent upon him to report cases of discrimination in the matter of freights at competitive and non-competitive points, he has to state "that no complaints of discrimination in any particular have reached him during the past year."

New Hampshire.

The report of the commissioners for 1884 fixes the total length of all railroad tracks in the State at 1,310.32 miles. This includes 203.61 miles of siding and 65.09 of second track. The mileage did not increase during the year, and the report says there is no present prospect that any addition will be made during the current year. All the principal points of business in the State are provided with railroad facilities. "In many cases," the commissioners say, "there are two or more independent railroads furnishing facilities of transportation," but "notwithstanding these additional facilities, it is not at all clear that the towns and cities enjoying

them are more prosperous than others with only a single railroad management. The advantages supposed to be derived from rival lines have never equaled the anticipations of their builders, and with rare exceptions these enterprises have been financial failures. * * * If the construction of branches or new lines not warranted by the state of business is attended with more difficulty hereafter than before, it will be no public loss. * * The main question is, not to provide capital for new lines, but to develop business on the old lines, to the end that fair dividends may be earned, the public be better and more safely accommodated, and the lowest reasonable rates of transportation secured."

Steel rails are in general use on the main lines, and their advantage over iron rails is computed at sixfold. The commissioners say one experiment that has come under their notice establishes a sevenfold advantage.

Sixteen persons were reported killed during the year, and twenty-six injured, but the commissioners say the returns as to injuries are not complete, especially as to injuries arising from coupling freight cars, which are deplorably frequent wherever there are railroads in operation. On the New Hampshire roads, as elsewhere, a safety coupler, which will not require the employés to go between the cars to effect a connection, is regarded as one of the most urgent needs of the service.

NEW YORK.

The report of the board of railroad commissioners for the year ending September 30, 1884, puts the total miles of railroads in the State at 7,297.89. The year is described as one that "has been profitable to but few railroads, unprofitable to many, and disastrous to some, the general commercial depression throughout the country having been severely felt by the lines of transportation." The commissioners say "overproduction of almost every staple article of human consumption seems to obtain throughout the civilized world to a greater or less extent, and in no branch of business has this, together with excessive competition, been more severely felt than in transportation." They add that whilst "for many years *four* trunk lines sufficed to carry the surplus of the crops from the West to tide water, now there are *seven*." The rivalries were fierce and the competitive rates ruinous. One road, the New York, West Shore and Buffalo, went into the hands of a receiver in consequence of a war of rates, its *operating expenses alone* for two months and nine days exceeding the gross earnings by $312,958, or at the rate of about $1,658,000 a year. The "wisdom of the State in permitting any thirteen men who can secure subscriptions of $10,000 per mile, with ten per cent. thereof paid in, to build a railroad anywhere they see fit," is questioned, and it is added that "when the State has undertaken the control of railroads by the creation of supervisory boards, and has determined to exact the highest standard of service at reasonable rates of freight and fare, it would certainly seem as if a corresponding obligation rested upon it to protect existing railroads from useless and disastrous competition by unnecessary new ones." The general disposition hitherto has been to encourage all new railroad enterprises, but

considering the vast amount of capital now invested in railroads that pay no dividends, the question raised by the New York commissioners cannot be dismissed as unworthy of consideration.

The capital stock and debt of the New York roads on the 30th of September, 1884, amounted to $1,268,220,758; the cost of roads and equipment, $1,160,739,434. The total earnings were $126,204,164, a decrease of $7,776,461 from the previous year. There was an increase of $4,070 in the operating expenses, of $3,676,664 in interest paid, and of $73,359,680 in stock and debt.

The tendency of railroads to supersede canals as channels of transportation is shown by a table in this report, wherein the total tonnage of the New York canals is compared with that of the "New York Central" and "New York, Lake Erie and Western" railroads for the last ten years. In 1874, the canals carried five million eight hundred and four thousand five hundred and eighty-eight tons, and the two railroads combined twelve million four hundred and seventy-eight thousand nine hundred and fifty-four. In 1884, the canals carried five million nine thousand four hundred and eighty-eight tons, and the two railroads twenty-six million four hundred and thirty-two thousand and sixteen. The canals lost nearly eight hundred thousand tons, and the railroads gained nearly fourteen millions. Tolls on the canals were abolished in 1882, and they gained one hundred and ninety-six thousand six hundred and thirty-three tons in 1883, but lost six hundred and fifty-four thousand five hundred and sixty-eight in 1884, so that even making them free has not enabled them to compete with the railroads.

A law passed in 1884 requires all railroad companies in New York to determine upon a form of automatic coupler for freight cars to be put in use after the 1st of July, 1886. The commissioners say: "A great deal of attention is being given to this subject throughout the country, and it is worthy all the attention it receives. The number of men killed or injured by being caught between cars is very serious. In this State it amounted, last year, to seventeen killed and three hundred and eighty-eight injured, the year previous to thirty-four killed and three hundred and thirty-five injured." The hope is expressed that there will be an agreement soon between the different railroads of the country as to the best form of coupler, and the striking fact is stated that the New York, Lake Erie and Western Railroad Company now keeps in stock over forty different draw-bars necessary to make repairs of cars it receives on its lines. Thus economy joins humanity in demanding an automatic coupler for freight cars.

The number of persons killed on New York railroads in 1884 was four hundred and eighty-one; injured, twelve hundred and nineteen. The principal cause of death to passengers was getting on or off trains in motion. Walking or being on the track, and falling from trains, engines, or cars—dangers incident to their occupation and probably not preventable in any way—were the main causes of death of employés. More injuries to employés resulted from coupling cars than from all other causes, and to this cause also the third largest number of deaths among them was due.

WISCONSIN.

The report made January 5, 1885, was for 1883 and 1884, and comprised returns from sixteen companies. Only three reported dividends declared in 1883, and one of these was on preferred stock alone. Only four declared dividends in 1884, and these amounted to less than three per cent. on the total stock reported. The commissioner says this "is but the natural result of fictitious values;" that "instances have occurred where investments in bonds of railways have carried with them stock to the same amount as the bonds purchased without any additional compensation." The effect has been to exaggerate the cost of the roads. The commissioner is of the opinion that only three of the roads have stated their true cost. He says the average cost per mile of Wisconsin roads is reported at $40,323 70, but that the cost reported in a majority of instances is anything but correct. In his opinion, one road quoted at $70,000 per mile did not cost as much as another quoted at $31,000, the latter being, in road-bed, terminal facilities, stations and equipment one of the best in the State, while the former is cheap in construction and poor in equipment and terminal facilities. "Stock-watering," the commissioner says, "plays a large part in these items, and no hope of improvement can be entertained as long as the same amount of money can be raised more readily by placing stocks at fifty per cent. or less than at par. The injustice appears when for the purposes of income the par value is always considered."

On the subject of freight charges, the commissioner is of the opinion that "very few complaints would be heard if shippers were all treated alike and no discrimination made between places." He says "it is not excessive rates that shippers complain of so much as discrimination." The remedy suggested is to "make the car load the unit in freight values and give all an equal chance." It is added that "the whole question of rates is so complicated, so many and various influences surrounding it, that any legislation for its control should be most carefully considered," and that "the unnecessary expense involved in building needless parallel lines does not tend to lessen the charge of transportation, and good sense would seem to dictate that where one road can well do the work required no parallel line be permitted to be built."

The total number of miles of railroad in Wisconsin at the close of the year 1884 was 4,245.21. The revenue of the State is derived principally from railroads, and her income from this source is greater than that of any other State with the same mileage. The companies are required to take out a license every year, the fee for which is graduated according to the earnings per mile the previous year.

The persons employed during the year 1884 numbered fifteen thousand four hundred and twenty-three, and the casualties were ninety-two persons killed and one hundred and fifty-one injured—total, two hundred and forty-three. About sixty-one per cent. of all accidents were to employés, and more than one half of these were caused by falling from cars and coupling cars.

RAILROAD COMPANIES.

REPORTS OF COMPANIES.

Addison and Northern Pennsylvania.

Year ending December 31, 1884.

Officers.	*Residences.*
Thomas C. Platt, President,	New York city, N. Y.
George R. Blanchard, Vice President,	New York city, N. Y.
James E. Jones, Secretary,	Addison, N. Y.
William C. Sheldon, Treasurer,	New York city, N. Y.
Frank M. Baker, General Superintendent,	Addison, N. Y.
H. C. Hitchcock, Auditor,	Addison, N. Y.

General offices at Addison, N. Y.

Directors.	*Residences.*
Thomas C. Platt,	New York city, N. Y.
George R. Blanchard,	New York city, N. Y.
Richard G. Taylor,	Buffalo, N. Y.
Walter S. Gurnee,	New York city, N. Y.
Roscoe Conkling,	New York city, N. Y.
James E. Jones,	Addison, N. Y.
Charles L. Pattison,	Elkland, Pa.
William C. Sheldon,	New York city, N. Y.
James Horton,	Westfield, Pa.
Bird W. Spencer,	Passaic, N. J.
Henry P. De Graef,	New York city, N. Y.
John W. Hammond,	Osceola, Pa.
James D. Fish,	New York city, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Addison, N. Y., to Gaines, Pa.,	41	30.50
Length of single main track,	41	30.50
Branches.		
From Gurnee Junction, Pa., to Gurnee, Pa., length of road,	4.50	4.50

ASSETS.

Cost of road and equipment,	$480,200	92
Stocks and bonds,	577,300	00
Due by agents and others,	19,614	30
Supplies on hand,	819	40
Cash on hand,	1,018	67
Profit and loss,	327,814	10
	$1,406,767	39

LIABILITIES.

Capital stock,	$600,000	00
Funded debt,	600,000	00
Unfunded debt,	202,497	96
Due for wages, supplies, &c.,	4,269	43
	$1,406,767	39

Allegheny Valley.

Year ending October 31, 1884.

Officers.	*Residences.*
John Scott and W. H. Barnes, Receivers,	Pittsburgh, Pa.
Thomas R. Robinson, Secretary and Treasurer,	Pittsburgh, Pa.
Hampton Dalzell, General Solicitor,	Pittsburgh, Pa.
T. F. Brown, Auditor,	Pittsburgh, Pa.
E. Hutley, General Freight and Passenger Agent,	Pittsburgh, Pa.
David McCargo, General Superintendent,	Pittsburgh, Pa.
C. B. Price, Division Superintendent,	Pittsburgh, Pa.
A. A. Jackson, Division Superintendent,	Reynoldsville, Pa.

Directors.	*Residences.*
John Scott,	Pittsburgh, Pa.
D. A. Stewart,	Pittsburgh, Pa.
B. F. Jones,	Pittsburgh, Pa.
George B. Roberts,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
H. M. Phillips,	Philadelphia, Pa

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to Oil City and Driftwood,	242	242
Length of single main track,	230	230
Length of second main track,	12	12
Branches.		
Sligo branch, from Sligo junction to Sligo, Length of road,	10½	10½
Sligo branch, from Sligo junction to Sligo, Length of single track,	10½	10½
Plum Creek branch, from Verona to coal works, Length of road,	7	7
Plum Creek branch, from Verona to coal works, Length of single track,	7	7

ASSETS.

Cost of construction,	$21,683,452	77
Cost of equipment,	2,366,087	53
Value of shop and roadway material,	111,038	15
Cash on hands and in transit,	390,974	48
Balance due from railroad companies,	80,984	06
Balance due from station agents and conductors,	35,388	51
Balance due from individuals and firms,	9,064	66
Old balances likely to be charged to profit and loss,	265,695	10
Stock in Buffalo and South-Western Railway Company,	125,000	00
Balance to debit of profit and loss,	8,461,121	64
	$33,528,806	90

LIABILITIES.

Capital stock,	$2,166,500	00
First mortgage bonds, River division,	4,000,000	00
First mortgage bonds, Low Grade division,	10,000,000	00
Second mortgage bonds, Low Grade division,	2,600,000	00
Income bonds,	9,719,800	00
Bonds and mortgages on real estate,	123,943	97
Due railroad companies in current account,	9,637	53
Accounts payable current,	150,068	66
Guarantee coupons purchased by Pennsylvania Railroad Company,	4,509,190	00
Interest on bonds accrued, due July 1 and October 1, 1883,	224,864	00
Balance due contributing companies, payable in income bonds,	1,423	59
Orders for income bonds and scrip, issued in part payment of interest on income bonds,	23,379	15
	$33,528,806	90

Allentown.

Year ending November 30, 1884.

Officers.	*Residences.*
G. A. Nicolls, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

Directors.	*Residences.*
J. B. Lippincott,	Philadelphia.
I. V. Williamson,	Philadelphia.
George deB. Keim,	Philadelphia.
Franklin A. Comly,	Philadelphia.
Joseph Wharton,	Philadelphia.
John Wanamaker,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Topton, Pa., to Kutztown, Pa.,	4.5	4.5
Length of single main track,	4.5	4.5

ASSETS.

Construction,	$1,061,143	28
Real estate,	23,509	43
Cash,	33	68
Sundry debits,	5,252	10
Profit and loss,	198,568	22
	$1,288,506	71

LIABILITIES.

Capital stock,	$1,268,884	47
Unfunded debt,	6,876	87
Sundry credits,	12,745	37
	$1,288,506	71

Arnot and Pine Creek.

Year ending December 31, 1884.

Officers.	*Residences.*
L. H. Shattuck, President,	Blossburg, Pa.
D. S. Drake, Secretary and Treasurer,	Elmira, N. Y.

Directors.	*Residences.*
M. F. Elliott,	Wellsboro', Pa.
H. J. Landrus,	Arnot, Pa.
J. L. Higgins,	Arnot, Pa.
J. B. Niles,	Wellsboro', Pa.
George E. Brown,	Hoytville, Pa.
T. C. Peck,	Blossburg, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Arnot to Hoytville,	12	12

Bachman Valley.

Year ending December 31, 1884.

Officers.	*Residences.*
A. W. Eichelberger, President,	Hanover, Pa.
C. W. Forney, Secretary and Treasurer,	Hanover, Pa.

General offices at Hanover, York county, Pa.

Directors.	*Residences.*
Henry C. Schriver,	Hanover, Pa.
Joseph Althoff,	Hanover, Pa.
Henry Young,	Hanover, Pa.
Josiah W. Gitt,	Hanover, Pa.
Stephen Keefer,	Hanover, Pa.
Levi Dubs,	Summit, York county, Pa.
A. J. Klinefelter,	Glenville, York county, Pa.
Adam Newcomer,	Glenville, York county, Pa.
P. R. Pyne,	Columbia, Pa.
Jerome L. Boyer,	Columbia, Pa.
A. K. Boyd,	Columbia, Pa.
Samuel Thomas,	Columbia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Valley Junction to Maryland State line,		9

ASSETS.

Construction,	$112,494	13
Cash,	407	30
Amounts due by agents,	659	61
Profit and loss,	15,669	20
	$129,230	24

LIABILITIES.

Capital stock,	$66,792	31
Funded debt bonds,	45,000	00
Unfunded debt,	14,288	72
Due on coupons,	266	40
Due Bachman Valley railroad of Maryland,	299	94
Due Hanover Junction, Hanover and Gettysburg railroad,	2,569	81
Due agents,	13	06
	$129,230	24

Baltimore and Cumberland Valley.

Year ending September 30, 1884.

Officers.	*Residences.*
I. N. Snively, President,	Waynesboro'.
George J. Balsley, Secretary,	Waynesboro'.
Joseph Price, Treasurer,	Waynesboro'.
David Wills, General Solicitor,	Gettysburg.

General officers at Waynesboro'.

Directors.	*Residences.*
I. N. Snively,	Waynesboro'.
Joseph Price,	Waynesboro'.
George J. Balsley,	Waynesboro'.
Simon Lecron,	Waynesboro'.
Daniel Hoover,	Waynesboro'.
J. J. Miller,	Waynesboro'.
Jacob S. Good,	Midvale.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Maryland State line to Waynesboro',	4.55	4.55

Baltimore and Cumberland Valley Extension.

Year ending September 30, 1884.

Officers.	*Residences.*
David Wills, President,	Gettysburg.
Thaddeus M. Mahon, Secretary,	Chambersburg.
Daniel J. Foley, Treasurer,	Baltimore.
David Wills, General Solicitor,	Gettysburg.

General offices at Chambersburg.

Directors.	*Residences.*
J. M. Hood,	Baltimore, Md.
Alexander Rieman,	Baltimore, Md.
Daniel J. Foley,	Baltimore, Md.
C. W. Humrichouse,	Williamsport, Md.
W. L. Chambers,	Chambersburg.
J. P. Culbertson,	Chambersburg.
John W. McPherson,	Shippensburg.
George B. Cole,	Shippensburg.
David Wills,	Gettysburg.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Waynesboro' to Shippensburg,	26.02	26.02

Bald Eagle Valley.

Year ending December 31, 1884.

Officers.	*Residences.*
L. A. Mackey, President,	Lock Haven, Pa.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

Directors.	*Residences.*
G. B. Roberts,	Philadelphia.
Edmund Smith,	Philadelphia.
J. N. Du Barry,	Philadelphia.
John P. Green,	Philadelphia.
Wistar Morris,	Philadelphia.
A. G. Curtin,	Bellefonte, Pa.
James Duffy,	Marietta, Pa.
John Irwin, junior,	Bellefonte.
James M. Gamble,	Williamsport.
C. A. Mayer,	Lock Haven.
Edmund Blanchard,	Bellefonte.
Henry D. Welsh,	Philadelphia.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Vail to Lock Haven,		51.20	51.20
Length of single main track,		51.20	51.20
Branches.			
Bellefonte branch, from Milesburg to Bellefonte,	Length of road,	2.91	2.91
	Length of single track,	2.91	2.91
Snow Shoe branch, from Snow Shoe Intersection to Perse,	Length of road,	22.30	22.30
	Length of single track,	22.30	22.30
Sugar Camp branch, from Sugar Camp Junction to Sugar Camp mines,	Length of road,	3.96	3.96
	Length of single track,	3.96	3.96

Baltimore and Philadelphia.

Year ending September 30, 1884.

Officers.	*Residences.*
James B. Washington, President,	Allegheny City, Pa.
Robert Garrett, Vice President,	Baltimore, Md.
John C. Farra, Secretary,	Wilmington, Del.
W. H. Ijams, Treasurer,	Baltimore, Md.
Samuel Spencer, General Manager,	Baltimore, Md.
David Connell, Superintendent,	Wilmington, Del.

General offices at Wilmington, Del., and Philadelphia, Pa.

Directors.	*Residences.*
James B. Washington,	Allegheny City, Pa.
Thomas M. King,	Pittsburgh, Pa.
John McCleave,	Pittsburgh, Pa.
Harry S. Burgesser,	Pittsburgh, Pa.
William S. Bissell,	Allegheny City, Pa.
Robert Garrett,	Baltimore, Md.
William M. Canby,	Wilmington, Del.
William Canby,	Wilmington, Del.
Victor DuPont,	Wilmington, Del.

Main Line.	Whole length in miles.	Length in Penn'a.
Proposed length of main line, from Philadelphia, Pa., to Maryland State Line, now in process of construction,	36.55	15.36
Branches.		
From Wilmington, Del., to Landenberg, Pa., Length of road,	20	2.39
Length of single track,	20	2.39

ASSETS.

Construction, (D. W. R. R. branch,)	$277,807	11
Materials on hand,	1,201	89
Cash,	30,594	56
Loan,	1,775,000	00
Due from other companies and individuals,	1,781,012	76
	$3,865,616	32

LIABILITIES.

Capital stock, (D. W. R. R.,)	$3,800,000	00
Due to other companies and individuals,	2,520	42
Profit and loss,	63,095	90
	$3,865,616	32

Bangor and Portland.

Year ending December 31, 1884.

Officers.	*Residences.*
C. Miller, President,	Blairstown, N. J.
George W. Mackey, Secretary,	Bangor, Pa.
John I. Miller, Treasurer,	Portland, Pa.
George W. Mackey, General Solicitor,	Bangor, Pa.
E. G. Wire, Chief Engineer,	Belvidere, N. J.
C. Miller, General Manager,	Bangor, Pa.

General offices at Bangor, Northampton county, Pa.

Directors.	*Residences.*
C. Miller,	Blairstown, N. J.
George W. Mackey,	Bangor, Pa.
John I. Miller,	Portland, Pa.
John Buzzard,	Bangor, Pa.
J. E. Long,	Bangor, Pa.
Joseph Bray,	Bangor, Pa.
Jonathan Moore,	Portland, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Portland to Nazareth,	25	25
Length of single main track,	25	25

ASSETS.

Construction and equipment,	$335,100	00
	$335,100	00

LIABILITIES.

Capital stock,	$121,100	00
Funded debt,	214,000	00
	$335,100	00

Barclay—Towanda Coal Company, Lessee.

Year ending December 31, 1884.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Towanda to Barclay,	16.23	16.23
Length of single main track,	16.23	16.23

Barclay Coal.

Year ending December 31, 1884.

Officers.	*Residences.*
Edward M. Davis, President,	Philadelphia.
J. Raymond Claghorn, Vice President,	Philadelphia.
Harvey Shaw, Secretary and Treasurer,	Norristown, Pa.

General offices at north-west corner Fourth and Walnut streets, Philadelphia.

Directors.	*Residences.*
I. V. Williamson,	Philadelphia.
J. Raymond Claghorn,	Philadelphia.
Edward Hoopes,	Philadelphia.
Henry C. Davis,	Philadelphia.
George M. Troutman,	Philadelphia.
William B. Warner,	Norristown, Pa.

Bedford and Bridgeport.

Year ending December 31, 1884.

Officers.	*Residences.*
John P. Green, President,	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors, elected February 19, 1884.	*Residences.*
R. D. Barclay,	Philadelphia, Pa.
W. W. Barclay,	Bedford, Pa.
John N. DuBarry,	Philadelphia, Pa.
John G. Hartley,	Bedford, Pa.
Wistar Morris,	Philadelphia, Pa.
Henry M. Phillips, (deceased,)	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
S. L. Russell,	Bedford, Pa.
N. Parker Shortridge,	Wynnewood, Montgomery co., Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Mt. Dallas to Maryland State line,	38.70	38.70
Length of single main track,	38.70	38.70
Branches.		
Dunning's Creek branch, from Dunning's Creek Junction to Holderbaum, Length of road,	10.50	10.50
Dunning's Creek branch, from Dunning's Creek Junction to Holderbaum, Length of single track,	10.50	10.50

Beech Creek, Clearfield and South-Western.

Year ending December 31, 1884.

Officers.	*Residences.*
William A. Wallace, President,	Clearfield, Pa.
John G. Reading, Vice President,	Philadelphia, Pa.
W. H. Brown, Secretary,	Lock Haven, Pa.
C. Vanderbilt, Treasurer,	New York, N. Y.
S. R. Peale, General Solicitor,	Lock Haven, Pa.
W. S. Nearing, Chief Engineer,	Jersey Shore, Pa.
A. G. Palmer, Superintendent,	Jersey Shore, Pa.

General offices at Jersey Shore, Pa.

Directors.	*Residences.*
C. Vanderbilt,	New York, N. Y.
W. K. Vanderbilt,	New York, N. Y.
J. H. Rutter,	New York, N. Y.
C. M. Depew,	New York, N. Y.
Daniel Beach,	Watkins, N. Y.
J. G. Reading,	Philadelphia, Pa.
J. M. Gazzam,	Philadelphia, Pa.
S. R. Peale,	Lock Haven, Pa.
L. A. Robertson,	Middle Valley, Pa.
W. S. Nearing,	Jersey Shore, Pa.
George H. Platt,	Peale, Pa.
H. McK. Twombly,	New York, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Jersey Shore to Ansonville Junction,	. . . . .	66.92
Branches.		
Tunnel Mines branch, from Gorton Hights to Mines Nos. 1, 2, 3, and 4, length of branch,	. . .	3.67
Peale branch, from Peale Junction to Grass Flat Mines, length of branch,	. . . . .	3.33
Philipsburg branch, from Ansonville Junction to Philipsburg, length of branch,	. . . . .	6.42
Hawk Run branch, from Hawk Run Junction to Alport and other mines, length of branch,	. . . . .	1.69

ASSETS.

Roadway and equipment,	$5,282,419	53
Accounts receivable, construction,	810,000	00
Accounts receivable, operating,	87,752	03
Cash,	122,496	89
	$6,302,668	45

LIABILITIES.

Capital stock paid in,	$4,307,000	00
Bills payable, loans,	1,867,500	00
Accounts payable, operating,	98,936	19
Miscellaneous,	10,993	10
Income account,	18,239	16
	$6,302,668	45

Bell's Gap.

Year ending November 30, 1884.

Officers.	*Residences.*
Charles F. Berwind, President,	Philadelphia, Pa.
S. T. Billmeyer, Secretary,	Philadelphia, Pa.
J. G. Cassatt, Treasurer,	Philadelphia, Pa.
George W. Biddle, General Solicitor,	Philadelphia, Pa.
F. L. Faries, Chief Engineer,	Bellwood, Pa.
Robert G. Ford, General Superintendent,	Bellwood, Pa.

Directors.	*Residences.*
Aaron Fries,	Philadelphia, Pa.
J. H. Converse,	Philadelphia, Pa.
Frank S. Lewis,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John Reilly,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bellwood to Irvona,	25.4	25.4
Length of single track,	25.4	25.4

ASSETS.

Railroad construction,	$961,785	20
Real estate,	49,411	67
Locomotives,	56,704	35
Car account,	15,802	83
Amounts due the company,	16,052	88
Loans due the company,	25,000	00
Cash due the company,	32,461	69
	$1,157,218	62

LIABILITIES.

Capital stock,	$550,000	00
Funded debt,	544,500	00
Due for wages, &c., for November,	3,821	58
Due for unpaid dividends, &c.,	17,133	91
Profit and loss,	41,763	13
	$1,157,218	62

Bellevue Incline Plane.

Year ending December 31, 1884.

Officers.	*Residences.*
J. W. Kirker, President,	Bellevue, P. O., Robella.
John W. Morrison, Secretary,	Bellevue, P. O., Robella.
Joseph S. Bunn, Treasurer,	Bellevue, P. O., Robella.
A. S. Miller, General Solicitor,	Bellevue, P. O., Robella.

Directors.	*Residences.*
Joseph S. Bunn,	Bellevue, P. O., Robella.
J. W. Kirker,	Bellevue, P. O., Robella.
F. A. Mahan,	Bellevue, P. O., Robella.
John W. Morrison,	Bellevue, P. O., Robella.
John I. Shaw,	Bellevue, P. O., Robella.

Bellefonte, Nittany and Lemont.

Year ending December 31, 1884.

Officers.	*Residences.*
J. N. Du Barry, President,	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors elected January 14, 1884.	*Residences.*
John P. Green,	Philadelphia, Pa.
L. A. Mackey,	Lock Haven, Pa.
G. B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
John D. Taylor,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Montgomery co., Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line in course of construction, from Bellefonte to Lemont,	10	10

Berlin.

Year ending September 30, 1884.

Officers.	*Residences.*
J. B. Washington, President,	Pittsburgh, Pa.
Welty McCullogh, Secretary and Treasurer,	Greensburg, Pa.
Thomas M. King, General Superintendent,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
Welty McCullogh,	Greensburg, Pa.
Robert Garrett,	Baltimore, Md.
Joshua G. Harvey,	Baltimore, Md.
W. H. Koontz,	Somerset, Pa.
S. A. Philson,	Berlin, Pa.
S. Philson,	Berlin, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Garrett to Berlin,	8.70	8.70
Length of single main track,	8.70	8.70

Berlin Branch.

Year ending December 31, 1884.

Officers.	*Residences.*
A. W. Eichelberger, President,	Hanover, Pa.
A. W. Storm, Secretary,	East Berlin, Pa.
Jacob Resser, Treasurer,	East Berlin, Pa.
A. Weisensall, Track Boss,	Abbotstown, Pa.

General offices at Abbotstown, Adams county, Pa.

Directors.	*Residences.*
A. W. Eichelberger,	Hanover, Pa.
Stephen Keefer,	Hanover, Pa.
R. M. Wert,	Hanover, Pa.
William S. Hildebrand,	East Berlin, Pa.
R. N. Miesenhelder,	East Berlin, Pa.
A. W. Storm,	East Berlin, Pa.
G. W. Diehl,	East Berlin, Pa.
Jacob Resser,	East Berlin, Pa.
William Bittinger,	Abbotstown, Pa.
Joseph Wolf,	Abbotstown, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from East Berlin to Red Hill, ...	7	7

ASSETS.

Construction, ...	$76,726	19
Cash, ...	786	45
Note, ...	58	50
Profit and loss, ...	12,480	52
	$90,051	66

LIABILITIES.

Capital stock, ...	$43,194	40
Funded debt, ...	40,300	00
Unfunded debt, ...	4,810	06
Debt for operating road, ...	1,747	20
	$90,051	66

Bethlehem and Belvidere.

Year ending December 31, 1884.

Officers.	*Residences.*
F. C. Yarnall, President, ...	Overbrook, Pa.
S. Shepherd, Secretary and Treasurer, ...	Philadelphia, Pa.

General offices at No. 226 South Third street, Philadelphia, Pa.

Directors.	*Residences.*
J. S. Harris, ...	Philadelphia, Pa.
E. W. Clark, ...	Philadelphia, Pa.
S. Shepherd, ...	Philadelphia, Pa.
E. W. Clark, junior, ...	Philadelphia, Pa.
C. F. Howell, ...	Philadelphia, Pa.
Charles Gibbons, junior, ...	Philadelphia, Pa.

Big Level.

Year ending December 31, 1884.

Officers.	*Residences.*
Elisha K. Kane, President, ...	Kane, Pa.
David T. Hall, Secretary, ...	Kane, Pa.
John D. Brooder, Treasurer, ...	Kane, Pa.
Hon. R. Brown, General Solicitor, ...	Warren, Pa.
Alson Rogers, Chief Engineer, ...	Warren, Pa.

General offices at Kane, McKean county, Pa.

Directors.	*Residences.*
J. D. Brooder,	Kane, Pa.
Joshua Davis,	Kane, Pa.
Claude V. Gillis,	Kane, Pa.
David T. Hall,	Kane, Pa.
Elisha K. Kane,	Kane, Pa.
J. D. Leonard,	Kane, Pa.
Thomas Ryan,	Kane, Pa.

Main Line.	Whole length in miles.	Length in Penna.
Length of main line, from Kane to Mt. Jewett,	13	13

Big Level and Kinzua.

Year ending December 31, 1884.

Officers.	*Residences.*
Elisha K. Kane, President,	Kane, Pa.
David T. Hall, Secretary,	Kane, Pa.
John D. Brooder, Treasurer,	Kane, Pa.
Hon. R. Brown, General Solicitor,	Warren, Pa.
Alson Rogers, Chief Engineer,	Warren, Pa.

General offices at Kane, McKean county, Pa.

Directors.	*Residences.*
J. D. Brooder,	Kane, Pa.
J. Davis,	Kane, Pa.
C. V. Gillis,	Kane, Pa.
D. T. Hall,	Kane, Pa.
J. D. Leonard,	Kane, Pa.
T. H. Ryan,	Kane, Pa.
E. K. Kane,	Kane, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Mount Jewett to Simpson,	15	15

Bradford.

Year ending September 30, 1884.

Officers.	*Residences.*
J. W. Jones, President,	Philadelphia, Pa.
Franklin S. Buell, Secretary and Treasurer,	Buffalo, N. Y.
George S. Gatchell, General Superintendent,	Buffalo, N. Y.
C. E. Kimball, Assistant Secretary,	New York city.
W. L. Doyle, Auditor,	Buffalo, N. Y.

Directors.	*Residences.*
J. W. Jones,	Philadelphia, Pa.
Isaac F. Seligman,	New York.
T. W. Seligman,	New York.
C. H. Clarke,	Philadelphia, Pa.
H. B. Tyler,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
C. S. Carey,	Olean, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bradford, Pa., to junction with Kinzua railroad,	14	14
Length of single main track,	14	14

Bradford, Richburg and Cuba.

Year ending December 31, 1884.

Officers.	*Residences.*
John J. Carter, President,	Titusville, Pa.
John E. Ransom, Secretary,	Buffalo, N. Y.
B. W. Spencer, Treasurer,	Passaic, N. J.

General offices at Bradford, Pa.

Directors.	*Residences.*
John J. Carter,	Titusville, Pa.
Lewis Emery, junior,	Bradford, Pa.
W. W. Brown,	Bradford, Pa.
A. I. Wilcox,	Bradford, Pa.
George L. Roberts,	Bradford, Pa.
R. C. Vilas,	New York, N. Y.
R. G. Taylor,	Bradford, Pa.
B. C. Williams,	Buffalo, N. Y.
J. E. Ransom,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Eldred, Pa., to New York State line, Ceres, Pa.,	9.36	5.74
Length of single main track,	9.36	5.74

Bradford, Bordell and Kinzua.

Year ending December 31, 1884.

Officers.	*Residences.*
John J. Carter, President,	Titusville, Pa.
John E. Ransom, Secretary,	Buffalo, N. Y.
B. W. Spencer, Treasurer,	Passaic, N. J.
Stephen Little, Comptroller,	New York, N. Y.
B. C. Williams, General Manager,	Bradford, Pa.

General offices at Bradford, Pa.

Directors.	*Residences.*
John J. Carter,	Titusville, Pa.
Lewis Emery, junior,	Bradford, Pa.
H. F. Sweetser,	Titusville, Pa.
W. W. Brown,	Bradford, Pa.
A. I. Wilcox,	Bradford, Pa.
George L. Roberts,	Bradford, Pa.
R. C. Vilas,	New York, N. Y.
B. W. Spencer,	Passaic, N. J.
R. G. Taylor,	Bradford, Pa.
B. C. Williams,	Buffalo, N. Y.
J. E. Ransom,	Buffalo, N. Y.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Bradford, Pa., to Simpson, Pa.,		15	15
Length of single main track,		15	15
Branches.			
Bordell branch, from Kinzua Junction to Rew City,	Length of road,	1.93	1.93
	Length of single track,	1.93	1.93
Leased Roads.			
Bradford, Bordell and Smethport Railroad, from Simpson, Pa., to Smethport, Pa.,	Length of road,	10.23	10.23
	Length of single track,	10.23	10.23
Rew City and Eldred railroad, from Rew City, Pa., to Eldred, Pa.,	Length of road,	12.16	12.16
	Length of single track,	12.16	12.16

ASSETS.

Cost of road and equipment,		$581,933 35
Cash,		11,754 75
Due from Rew City and Eldred railroad,		112,730 40
Due from other railroad companies:		
Tonawanda Valley and Cuba Railroad Company,	$23,424 63	
Bradford, Eldred and Cuba Railroad Company,	737 36	
Receiver Tonawanda Valley & Cuba Railroad Company,	212 66	
Bradford, Bordell and Smethport Railroad Company,	3,686 80	
Tonawanda Valley and Cuba Railroad Company special loan,	35,000 00	
		63,061 65
Due from individuals and companies,		4,330 02
Increase of capital stock,		250,000 00
Profit and loss,		29,766 16
		$1,053,576 33

LIABILITIES.

First mortgage bonds,		$498,000 00
Common stock,		500,000 00
Unfunded debt:		
Vouchers, pay-rolls, &c.,	$54,799 55	
Individuals and companies,	796 78	
		55,776 33
		$1,053,576 33

Bradford, Bordell and Smethport.

Year ending December 31, 1884.

Officers.	*Residences.*
John J. Carter, President,	Titusville, Pa.
John E. Ransom, Secretary,	Buffalo, N. Y.
B. W. Spencer, Treasurer,	Passaic, N. J.

General offices at Bradford, Pa.

Directors.	*Residences.*
John J. Carter,	Titusville, Pa.
Lewis Emery, junior,	Bradford, Pa.
B. C. Williams,	Buffalo, N. Y.
W. W. Brown,	Bradford, Pa.
A. I. Wilcox,	Bradford, Pa.
George L. Roberts,	Bradford, Pa.
R. C. Vilas,	New York, N. Y.
R. G. Taylor,	Bradford, Pa.
J. E. Ransom,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Simpson, Pa., to Smethport, Pa.,	10.23	10.23
Length of single main track,	10.23	10.23

Bradford, Eldred and Cuba.

September 30, 1884.

Officers.	*Residences.*
Richard G. Taylor, President,	Bradford, Pa.
George R. Blanchard, Vice President,	New York, N. Y.
John E. Ransom, Secretary,	Buffalo, N. Y.
B. W. Spencer, Treasurer,	New York, N. Y.
Stephen Little, Comptroller,	New York, N. Y.
B. C. Williams, General Manager,	Bradford, Pa.

General offices at 21 Cortlandt street, New York, N. Y.

Directors.	*Residences.*
George R. Blanchard,	New York, N. Y.
Royal C. Vilas,	New York, N. Y.
Charles G. Barber,	New York, N. Y.
Edmund S. Bowen,	New York, N. Y.
Charles L. Atterbury,	New York, N. Y.
Bird W. Spencer,	Passaic, N. J.
Richard G. Taylor,	Bradford, Pa.
Daniel O. Day,	Buffalo, N. Y.
John J. Carter,	Titusville, Pa.
John E. Ransom,	Buffalo, N. Y.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Cuba, N. Y., to Pennsylvania State line at Ceres,		23.71	None.
Length of single main track,		23.71	None.
Leased Roads.			
Wellsville, Bolivar and Eldred, from Wellsville, N. Y., to Little Genesee, N. Y.,	Length of road,	20.62	None.
	Length of single track,	20.62	None.
Bradford, Richburg and Cuba, from Eldred, Pa., to Ceres, Pa.,	Length of road,	9.36	5.74
	Length of single track,	9.36	5.74

ASSETS.

Cost of road and equipment,	$547,258	31
Cash on hand,	5,068	93
Due from other railroad companies:		
Wellsville, Bolivar and Eldred railroad, $405,410		
Bradford, Richburg and Cuba railroad, 187,200		
	592,610	00
Due from individuals and companies on current accounts,	41,123	49
Profit and loss,	11,797	75
	$1,197,858	48

LIABILITIES.

Capital stock,	$480,000	00
Funded debt,	560,000	00
Unfunded debt:		
Notes and acceptances, $26,000 00		
Pay-rolls and operating expenses, 30,965 31		
Due to other companies and individuals in current accounts, 20,004 00		
Loans, 62,349 17		
Interest on funded debt, 18,540 00		
	157,858	48
	$1,197,858	48

Brockwayville and Punxsutawney.

Year ending September 30, 1884.

Officers.	*Residences.*
Walston H. Brown, President,	Nassau street, N. Y.
Frederick A. Brown, Vice President and Treasurer,	Nassau street, N. Y.
Thomas F. Wentworth, Secretary and General Solicitor,	Nassau street, N. Y.
William E. Hoyt, Chief Engineer,	Rochester, N. Y.
George E. Merchant, General Manager,	Rochester, N. Y.
James T. Gardner, General Superintendent,	Buffalo, N. Y.
John F. Dinkey, Auditor and Assistant Treasurer,	Rochester, N. Y.
C. W. Mills, Superintendent Motive Power and Machinery,	Rochester, N. Y.

General offices at 615 Walnut street, Philadelphia, and 20 Nassau street, New York.

Directors.	*Residences.*
Frederick A. Brown,	New York.
Thos. F. Wentworth,	New York.
Herbert P. Brown,	New York,
Louis Mathey,	New York.
E. G. Platt,	Philadelphia.
Victor Gillon,	Philadelphia.
Alfred Gillon,	Philadelphia.
Robert D. Maxwell,	Philadelphia.
W. G. Platt,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Punxsutawney, Snyder township, to Young township, Jefferson county, Pa., terminus of road,	25	25

ASSETS.

Construction,	$250,000	00

LIABILITIES.

Capital stock,	250,000	00

Buffalo, Bradford and Pittsburgh.

Year ending December 31, 1884.

Officers.	*Residences.*
Samuel Hines, President,	—
Augustus R. Macdonough, Secretary,	—
B. W. Thomas, General Superintendent,	—
W. B. Coffin, Division Superintendent,	—

General offices at Bradford, Pa.

Directors.	*Residences.*
Samuel Hines,	Scranton, Pa.
Joseph H. Steell,	Scranton, Pa.
William A. May,	Scranton, Pa.
Abram K. Johnson,	Bradford, Pa.
Edmund S. Bowen,	New York city, N. Y.
Augustus R. Macdonough,	New York city, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Carrolton, N. Y., to Gilesville, Pa.,	25.97	18.16

Buffalo, New York and Philadelphia.

Year ending September 30, 1884.

Officers.	*Residences.*
G. Clinton Gardner, President,	Greenfield, Mass.
Calvin H. Allen, First Vice President,	New York city, N. Y.
Archer N. Martin, Second Vice President,	Summit, N. J.
Joseph R. Trimble, Secretary,	Philadelphia, Pa.
John Dougherty, Treasurer,	New York city, N. Y.
R. D. McCreary, Chief Engineer,	Buffalo, N. Y.
George S. Gatchell, General Superintendent,	Buffalo, N. Y.
Henry Dwyer, Division Superintendent,	Buffalo, N. Y.
E. H. Witter, Division Superintendent,	Oil City, Pa.
J. W. Watson, Division Superintendent,	Olean, N. Y.

General offices at Mill's building, N. Y., and 242 South Third street, Philadelphia, Pa.

Directors.	*Residences.*
G. Clinton Gardner,	Greenfield, Mass.
C. H. Clark,	Philadelphia, Pa.
E. A. Rollins,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
A. N. Martin,	Summit, N. J.
C. H. Allen,	New York city, N. Y.
E. L. Owen,	New York city, N. Y.
J. N. Seligman,	New York city, N. Y.
Bryce Gray,	New York city, N. Y.
B. C. Rumsey,	Buffalo, N. Y.
E. W. Clark,	Philadelphia, Pa.
E. F. Winslow,	New York city, N. Y.
P. P. Pratt,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line,	429.85	229.45
Leased Roads.		
Olean, Bradford and Warren, from Olean to State line, length of road,	12	
Olean, Bradford and Warren, from State line to Bradford, length of road,	14	14
Kendall and Eldred, from Eldred to Tarport, length of road,	18	18
Bradford railroad, from Bradford to Kinzua intersection, length of road,	14	14
Kinzua railroad, from Kinzua intersection to Kinzua, length of road,	12	12
McKean and Buffalo, from Larabees to Clermont, length of road,	22.15	22.15
Genesee Valley Canal railroad, from Hinsdale to Rochester, length of road,	98.90	
Genesee Valley Terminal railroad, from Junction to Lincoln Park, length of road,	2.46	
Mayville Extension, from Mayville to Chautauqua, length of road,	3.50	
Philadelphia and Erie, from Warren to Irvineton, length of road,	6.30	6.30
Lake Shore and Michigan Southern, from Oil City to Stoneboro', length of road,	30	30

ASSETS.

Construction and equipment,	$28,848,416 44		
Real estate,	594,138 30		
Leasehold estates,	7,000,000 00		
Stocks and bonds owned by company leased lines,	4,657,300 00		
		$41,099,854	74
Bonds held in trust by United States Trust Company, trustee of trust mortgage,		3,100,000	00
Deferred interest car trusts,		469,017	81
Stock and bonds owned by company,		3,398,525	49
Chautauqua Steamboat Company,		60,375	24
Bills receivable,		54,000	00
Cash in banks,		118,985	54
Material on hand,		87,171	94
Debts due to company incurred in current business:			
From individuals and other companies,	$148,226 81		
From passenger agents,	2,557 34		
From freight agents,	151,495 63		
From American Express Company,	5,741 03		
From United States Post-office Department for mails,	7,659 70		
From miscellaneous earnings,	2,787 74		
From traffic balances due from other roads,	12,065 53		
From Union Terminal railroad,	18,015 08		
		348,548	86
Mayville Extension railroad,		20,289	68
Buffalo Terminal land,		110,338	23
Coupons funded by income bonds,		103,735	00
Profit and loss,		588,284	83
		$49,559,127	36

LIABILITIES.

Common stock,	$13,750,000 00		
Preferred stock,	6,568,650 00		
Preferred stock scrip,	872 07		
		$20,319,522	07
Warren and Franklin railroad first mortgage bonds,	$1,500,000 00		
Oil Creek railroad first mortgage bonds,	573,000 00		
Union and Titusville railroad first mortgage bonds,	500,000 00		
B., N. Y. and P. railroad first mortgage bonds,	3,000,000 00		
B., N. Y. and P. railroad second mortgage bonds,	1,000,000 00		

B., N. Y. and P. railroad consolidated mortgage bonds,	$7,000,000 00		
P., T. and B. railroad consolidated mortgage bonds,	866,000 00		
B., P. and W. railroad general bonds,	4,061,000 00		
B., N. Y. and P. railroad general bonds,	3,200,000 00		
B., N. Y. and P. railroad trust bonds,	2,800,000 00		
		$24,500,000	00
Income bonds and scrip P., T. and B. railway,		24,374	60
Substituted scrip coupons convertible into income bonds,		103,735	00
Bonds and mortgage real estate,		598,454	00
Car trusts,	$1,970,577 14		
Chautauqua Steamboat trust,	25,742 29		
		1,996,319	43
Bills payable,	$1,485,990 72		
Pay-rolls,	181,587 37		
Vouchers,	151,626 79		
Coupons due not called for,	161,356 86		
Sundry debts due by company,	35,318 02		
Dividends unpaid,	842 50		
		2,016,722	26
		$49,559,127	36

Catawissa.

Year ending December 31, 1884.

Officers.	*Residences.*
M. P. Hutchinson, President and Treasurer,	Philadelphia, Pa.
R. M. Elliott, Secretary,	Philadelphia, Pa.

General offices at Philadelphia, Pa.

Directors.	*Residences.*
I. V. Williamson,	Philadelphia, Pa.
Emmor Weaver,	Philadelphia, Pa.
Francis K. Shipper,	Philadelphia, Pa.
George C. Carson,	Philadelphia, Pa.
Joseph C. Harris,	Philadelphia, Pa.
John S. Graham,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Tamanend to Williamsport,	94	94
Branches.		
Summit branch, from Summit Station to Silver Brook, length of road,	4½	4½

ASSETS.

Construction account,	$6,206,628	08
Cash on hand,	1,366	35
	$6,207,994	43

LIABILITIES.

Preferred stock,	$2,200,000	00
Second preferred stock,	1,000,000	00
Common stock,	1,159,500	00
First mortgage bonds, 1902,	230,500	00
First mortgage bonds, 1900,	1,300,000	00
Chattel mortgage bonds, 1900,	24,500	00
Chattel mortgage bonds, 1888-1889,	185,350	00
Construction bonds, 1917,	62,000	00
Profit and loss,	46,144	43
	$6,207,994	43

Central Pennsylvania.

Year ending September 30, 1884.

Officers.	*Residences.*
Thomas M. King, President,	Pittsburgh, Pa.
J. B. Washington, Secretary and Treasurer,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
H. S. Burgesser,	Pittsburgh, Pa.
John McCleave,	Pittsburgh, Pa.
J. B. Washington,	Pittsburgh, Pa.
J. A. Smith,	Pittsburgh, Pa.
A. S. White,	Pittsburgh, Pa.
Welty McCullogh,	Greensburg, Pa.

Catasauqua and Fogelsville.

Year ending September 30, 1884.

Officers.	*Residences.*
George T. Barns, President,	Philadelphia, Pa.
John Williams, Secretary and Treasurer,	Catasauqua, Pa.
Charles W. Chapman, Chief Engineer and General Superintendent,	Catasauqua, Pa.

General offices at Catasauqua, Pa.

Directors.	*Residences.*
Daniel Runkle,	Phillipsburg, N. J.
John T. Knight,	Easton, Pa.
Benjamin G. Clarke,	New York, N. Y.
Samuel Thomas,	Catasauqua, Pa.
John Thomas,	Hokendauqua, Pa.
Fisher Hazard,	Mauch Chunk, Pa.
Samuel Dickson,	Philadelphia, Pa.
Charles E. Haven,	Philadelphia, Pa.
Charles Stewart Wurts,	Philadelphia, Pa.
Joseph Hunt,	Catasauqua, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Catasauqua to Rittenhouse Gap,	20	20
Length of single main track,	25.50	25.50
Branches.		
Breinigsville branch, from Trexlertown to Lichty, Length of road,	5.50	5.50
Breinigsville branch, from Trexlertown to Lichty, Length of single track,	5.50	5.50

ASSETS.

Construction,	$658,335	59
Cash, bills receivable, and ledger balances,	142,611	42
	$800,947	01

LIABILITIES.

Capital stock,	$426,900	00
Unfunded debt,	138,000	00
Bills payable,	766	39
Profit and loss,	235,280	62
	$800,947	01

Chartiers.

Year ending December 31, 1884.

Officers.	*Residences.*
G. B. Roberts, President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
Taber Ashton, Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	*Residences.*
Alexander Biddle,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
N. Parker Shortridge,	Philadelphia, Pa.
William L. Elkins,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Mansfield to Washington,	22.76	22.76
Length of single main track,	22.76	22.76

Cherry Grove.

Year ending December 31, 1884.

Officers.	*Residences.*
Walter Horton, President,	Sheffield, Pa.
Jerry Crary, Secretary,	Sheffield, Pa.
Charles Sigel, Treasurer,	Sheffield, Pa.
Lane B. Schofield, General Manager,	Sheffield, Pa.

General offices at Sheffield, Warren county, Pa.

Directors.	*Residences.*
Walter Horton,	Sheffield, Pa.
Jerry Crary,	Sheffield, Pa.
George Dickinson,	Sheffield, Pa.
George Horton,	Sheffield, Pa.
Isaac Horton,	Sheffield, Pa.
Charles Sigel,	Sheffield, Pa.

Chester Valley.

Year ending December 31, 1884.

Officers.	*Residences.*
John F. Gilpin, President,	Philadelphia.
William H. Holstein, Secretary and Treasurer,	Bridgeport, Montgomery co., Pa.

General offices at Bridgeport, Montgomery county, Pa.

Directors.	*Residences.*
George deB. Keim,	Philadelphia.
J. B. Lippincott,	Philadelphia.
I. V. Williamson,	Philadelphia.
Henry Lewis,	Philadelphia.
Joseph B. Altemus,	Philadelphia.
E. C. Knight,	Philadelphia.
William H. Holstein,	Bridgeport, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bridgeport to Downingtown,	21½	21½
Length of single main track,	21½	21½
Length of second main track,	2	2

Chester and Delaware River.

Year ending December 31, 1884.

Officers.	*Residences.*
G. A. Nicolls, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

Directors.	*Residences.*
J. B. Lippincott,	Philadelphia.
George deB. Keim,	Philadelphia.
Franklin A. Comly,	Philadelphia.
Joseph Wharton,	Philadelphia.
John Wanamaker,	Philadelphia.
William Ward,	Chester.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Thurlow, Pa., to Eddystone, Pa.,	4.39	4.39

Chester Creek.

Year ending October 31, 1884.

Officers.	*Residences.*
S. M. Felton, President,	Philadelphia.
Hon. William Ward, Secretary,	Chester, Pa.
Robert Craven, Treasurer,	Ridley Park, Pa.

Directors.	*Residences.*
S. M. Felton,	Philadelphia.
Isaac Hinckley,	Philadelphia.
David Woelpper,	Chadd's Ford, Pa.
Charles Warner,	Wilmington, Del.
Thomas Appleby,	Chester, Pa.
Amos Gartside,	Chester, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lamokin to Wawa,	7.14	7.14
Length of single main track,	7.14	7.14

ASSETS.

Construction,	$457,100	00
Deposit,	964	00
	$458,064	00

LIABILITIES.

Capital stock,	$272,100	00
Bonds,	185,000	00
Interest and dividends,	594	00
Account payable,	370	00
	$458,064	00

Chestnut Hill.

Year ending December 31, 1884.

Officers.	*Residences.*
William W. Colket, President,	Philadelphia, Pa.
William W. Stephens, Secretary and Treasurer,	Philadelphia, Pa.

General offices at No. 12 Philadelphia Exchange, Philadelphia, Pa.

Directors.	*Residences.*
William W. Colket,	Philadelphia, Pa.
Joseph Patterson,	Philadelphia, Pa.
William L. Schaffer,	Philadelphia, Pa.
F. B. Gowen,	Philadelphia, Pa.
E. H. Weil,	Philadelphia, Pa.
W. S. Wilson,	Philadelphia, Pa.
H. A. Smith,	Philadelphia, Pa.
Lewis Elkin,	Philadelphia, Pa.
C. Howard Colket,	Philadelphia, Pa.
Joseph B. Townsend,	Philadelphia, Pa.
J. Sergeant Price,	Philadelphia, Pa.
Charles C. Slifer,	Flourtown, Montgomery co., Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Germantown to Chestnut Hill,	4 1/8	All.
Length of single main track,	4 1/8	

ASSETS.

Real estate account, old accounts,	$15,505	98
Road account, old accounts,	105,144	02
Cash account,	184	50
	$120,834	50

LIABILITIES.

Capital stock,	$120,650	00
Unpaid dividends,	184	50
	$120,834	50

Cleveland and Pittsburgh.

Year ending December 31, 1884.

Officers.	*Residences.*
J. N. McCullough, President,	Pittsburgh, Pa.
George A. Ingersoll, Secretary and Treasurer,	Cleveland, Ohio.

General offices at Cleveland, O.

Directors.	*Residences.*
J. N. McCullough,	Pittsburgh, Pa.
B. F. Jones,	Pittsburgh, Pa.
George B. Roberts,	Philadelphia, Pa.
William Bucknell,	Philadelphia, Pa.
Frederick Sturges,	New York, N. Y.
S. J. Tilden,	New York, N. Y.
Charles Lanier,	New York, N. Y.
William C. Eggleston,	New York, N. Y.
E. A. Ferguson,	Cincinnati, Ohio.
J. V. Painter,	Cleveland, Ohio.
R. P. Ranney,	Cleveland, Ohio.
James F. Clark,	Cleveland, Ohio.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Cleveland to Rochester, Pa., and Yellow Creek, to Bellaier, Ohio.,	166.57	14.93
Length of single main track,	162.85	14.93
Length of second main track,	7.91	
Branches.		
Tuscarawas branch, from Bayard, Ohio to New Philadelphia, Ohio, Length of single track,	31.09	
Tuscarawas branch, from Bayard, Ohio to New Philadelphia, Ohio, Length of road,	31.09	
Leased Roads.		
Joint use of P., Ft. W. and C. Ry. from Rochester, Pa., to Pittsburgh, Pa., Length of road,	25.65	25.65
Joint use of P., Ft. W. and C. Ry. from Rochester, Pa., to Pittsburgh, Pa., Length of double track,	25.65	25.65

ASSETS.

Construction account,	$13,253,669	79
Equipment account,	3,627,470	37
Machinery and tools,	102,024	14
Personal property,	50,112	97
Telegraph line,	23,270	48
Real estate,	53,729	85
Cash in hands of treasurer and New York agency,	300,998	23
Due from railroads and individuals,	7,416	99
Pennsylvania Company, lessee, mat. account,	261,210	66
	$17,679,903	48

LIABILITIES.

Capital stock,	$11,235,950 00		
Scrip issues,	10,807 32		
		$11,246,757	32
Second mortgage bonds,		500	00
Third mortgage bonds,		5,000	00
Fourth mortgage bonds,	$1,096,000 00		
Fourth mortgage bonds, scrip,	8,843 63		
		1,104,843	63
Mortgage bonds, 1900,	$2,840,500 00		
Less sinking fund,	548,500 00		
		2,292,000	00
Construction and equipment bonds,	$2,120,000 00		
Less sinking fund,	201,000 00		
		1,919,000	00
Guaranteed income account, balance under lease,		856,247	79
Balance old income account,		13,631	67
Due and unpaid on dividends and coupons,		221,066	19
Due to railroads and individuals,		20,836	26
Pennsylvania Company, lessee, betterment account,		20	62
		$17,679,903	48

Colebrookdale.

Year ending November 30, 1884.

Officers.	*Residences.*
Joseph L. Bailey, President,	Pine Iron Works, Pa.
Howard Hancock, Secretary,	Philadelphia, Pa.
John Welch, Treasurer,	Philadelphia, Pa.

General offices at No. 227 South Fourth street, Philadelphia, Pa.

Directors.	*Residences.*
D. B. Boyer,	Boyertown, Pa.
Nicholas Johnson,	Boyertown, Pa.
J. Lowrie Bell,	Philadelphia, Pa.
Albert Foster,	Philadelphia, Pa.
J. N. Hutchinson,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pottstown, Pa., to Barto, Pa.,	12.8	12.8
Length of single main track,	12.8	12.8

ASSETS.

Construction,	$657,921	51
Real estate,	14,108	07
Mortgage bonds,	13,300	00
Cash,	171	40
Profit and loss,	382,309	50
	$1,067,810	48

LIABILITIES.

Capital stock,	$297,215	00
First mortgage bonds,	600,000	00
Unfunded debt,	132,135	48
Sundry credits,	20,460	00
Coupons, due December 1, 1884, (accrued,)	18,000	00
	$1,067,810	48

Colebrook Valley.

Year ending September 30, 1884.

Officers.	*Residences.*
Robert H. Coleman, President,	Cornwall, Lebanon co., Pa.
Charles B. Forney, Secretary,	Lebanon, Pa.
Hugh M. Maxwell, Treasurer,	Cornwall, Pa.
Grant Weidman, General Solicitor,	Lebanon, Pa.
J. C. Jennings, General Superintendent,	Lebanon, Pa.

General offices at Lebanon, Pa.

Directors.	*Residences.*
Hugh M. Maxwell,	Cornwall, Lebanon co., Pa.
Edward C. Freeman,	Cornwall, Lebanon co., Pa.
R. Percy Alden,	Cornwall, Lebanon co., Pa.
John Benson,	Colebrook, Lebanon co., Pa.
Charles B. Forney,	Lebanon, Pa.
Howard C. Shirk,	Lebanon, Pa.
C. H. Coble,	Bellaire, Lancaster co., Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Cornwall to Conewago,	$16\frac{263}{1000}$	All.
Length of single track,	$16\frac{263}{1000}$	All.

Columbia and Port Deposit.

Year ending December 31, 1884.

Officers.	*Residences.*
William Hasill Wilson, President,	Philadelphia, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	*Residences.*
Jacob Tome,	Port Deposit, Md.
G. B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Alexander Biddle,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
William J. Howard,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. P. Wetherill,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Columbia, Pa., to Port Deposit, Md.,		40.00	28.36
Length of single main track,		40.00	28.36
Leased Roads.			
Port Deposit branch, (P., W. & B. R. R.,) from Port Deposit, Md., to Perryville, Md.,	Length of road,	3.78	
	Length of single track,	3.78	

The Connecting.

Year ending December 31, 1884.

Officers.	*Residences.*
G. B. Roberts, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

Directors.	*Residences.*
Alexander Biddle,	Philadelphia.
J. N. DuBarry,	Philadelphia.
John P. Green,	Philadelphia.
Wistar Morris,	Philadelphia.
N. Parker Shortridge,	Philadelphia.
Edmund Smith,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Frankford junction to Mantua,	6.75	6.75
Length of second main track,	6.75	6.75
Length of third main track,	5.86	5.86

Cornwall.

Eleven months ending November 30, 1884.

Officers.	*Residences.*
William Coleman Freeman, President,	Cornwall, Lebanon county, Pa.
J. P. Jackson, Secretary,	Cornwall, Lebanon county, Pa.
D. S. Hammond, Treasurer,	Lebanon, Lebanon county, Pa.
J. M. Havard, General Superintendent,	Lebanon, Lebanon county, Pa.

General offices at Lebanon, Pa.

Directors.	*Residences.*
William Coleman Freeman,	Cornwall, Lebanon county, Pa.
R. Percy Alden,	Cornwall, Lebanon county, Pa.
E. Coleman Freeman,	Cornwall, Lebanon county, Pa.
J. P. Jackson,	Cornwall, Lebanon county, Pa.
D. S. Hammond,	Lebanon, Lebanon county, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Cornwall to West Lebanon,	7.47	All.
Length of single main track,	7.47	All.
Length of second main track,	1.83	All.
Branches and sidings,	9.73	All.

ASSETS.

Equipment,	$146,131	86
Real estate,	44,319	10
Construction,	418,566	18
Ledger balances,	11,132	89
	$620,150	03

LIABILITIES.

Capital stock,	$300,000	00
Toll account,	269,283	69
Ledger balances,	50,866	34
	$620,150	03

Cornwall and Lebanon.

Year ending September 30, 1884.

Officers.	*Residences.*
Robert H. Coleman, President,	Cornwall, Lebanon co., Pa.
Hugh M. Maxwell, Secretary and Treasurer,	Cornwall, Lebanon co., Pa.
Grant Weidman, General Solicitor,	Lebanon, Pa.
J. C. Jennings, General Superintendent,	Lebanon, Pa.

General offices at Lebanon, Pa.

Directors.	*Residences.*
Hugh M. Maxwell,	Cornwall, Lebanon co., Pa.
B. F. Hean,	Cornwall, Lebanon co., Pa.
Grant Weidman,	Lebanon, Pa.
John Meily,	Lebanon, Pa.
J. H. Redsecker,	Lebanon, Pa.
A. Hess,	Lebanon, Pa.
George D. Rise,	Lebanon, Pa.

Main Line.	Whole length in Penn'a.	Length in Penn'a.
Length of main line, from Lebanon to Cornwall,	$5\frac{377}{1000}$	All.

Cornwall and Mount Hope.

From August 18 to November 30, 1884.

Officers.	*Residences.*
William Coleman Freeman, President,	Cornwall, Lebanon county, Pa.
D. S. Hammond, Secretary and Treasurer,	Lebanon, Lebanon county, Pa.
Carl Von Schmalensen, Chief Engineer and General Superintendent,	Lebanon, Lebanon county, Pa.

Directors.	*Residences.*
R. P. Alden,	Cornwall, Lebanon county, Pa.
E. C. Freeman,	Cornwall, Lebanon county, Pa.
J. P. Jackson,	Cornwall, Lebanon county, Pa.
D. S. Hammond,	Lebanon, Lebanon county, Pa.
J. L. McAllister,	Lebanon, Lebanon county, Pa.
J. M. Havard,	Lebanon, Lebanon county, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line,	5.2	All

Corning, Cowanesque and Antrim.

Year ending December 31, 1884.

Officers.	*Residences.*
George J. Magee, President,	Watkins, N. Y.
Daniel Beach, Vice President, Secretary, and Treasurer,	Watkins, N. Y.
Anton Hardt, Chief Engineer,	Corning, N. Y.
A. H. Gorton, General Superintendent,	Corning, N. Y.

General offices at Watkins, N. Y.

Directors.	*Residences.*
George J. Magee,	Watkins, N. Y.
Daniel Beach,	Watkins, N. Y.
John Lang,	Corning. N. Y.
Daniel C. Howell,	Bath, N. Y.
Alfred L. Edwards,	New York, N. Y.
Henry Sherwood,	Wellsboro', Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Corning, N. Y., to Antrim, Pa.,		53	37.36
Branches.			
Length of main line, Cowanesque Valley branch, from Lawrenceville to Harrison Valley,	Length of branch,	31.94	31.94
	Length of single track,	31.94	31.94

Cumberland Valley.

Year ending December 31, 1884.

Officers.	*Residences.*
Thomas B. Kennedy, President,	Chambersburg, Pa.
John Stewart, Vice President,	Chambersburg, Pa.
E. M. Biddle, Secretary and Treasurer,	Carlisle, Pa.
Chauncey Ives, Chief Engineer,	Chambersburg, Pa.
J. F. Boyd, General Superintendent,	Chambersburg, Pa.

General offices at Chambersburg, Pa.

Directors.	*Residences.*
Thomas B. Kennedy,	Chambersburg, Pa.
Frederick Watts,	Carlisle, Pa.
Thomas A. Biddle,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.

A. J. Cassatt, ... Philadelphia, Pa.
Edmund Smith, ... Philadelphia, Pa.
George B. Roberts, ... Philadelphia, Pa.
John Stewart, ... Chambersburg, Pa.
John P. Green, ... Philadelphia, Pa.
W. W. Jennings, ... Harrisburg, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Harrisburg to Potomac river,	82.2	68.3
Length of single main track,	76.1	62.1
Length of second main track,	8.1	8.1
Leased Roads.		
Dillsburg and Mechanicsburg, from Dillsburg Junction to Dillsburg, Length of road,	7.7	7.7
Dillsburg and Mechanicsburg, from Dillsburg Junction to Dillsburg, Length of single track,	7.7	7.7
Southern Pennsylvania railroad and Mining Company, from South Penn Junction to Richmond, Length of road,	23.3	23.3
Southern Pennsylvania railroad and Mining Company, from South Penn Junction to Richmond, Length of single track,	23.3	23.3
Martinsburg and Potomac railroad, from Potomac river to Martinsburg, Length of road,	11.8	
Martinsburg and Potomac railroad, from Potomac river to Martinsburg, Length of single track,	11.8	

ASSETS.

Cost of roadway,	$1,971,528	96
Materials,	27,526	65
Trustees of contingent fund,	600,119	13
Balance of accounts,	151,118	96
Cash 31st of December, 1884,	44,241	91
	$2,794,535	61

LIABILITIES.

First preferred stock,	$241,900	00
Second preferred stock,	243,000	00
Common stock,	1,292,950	00
First mortgage bonds,	161,000	00
Second mortgage bonds,	109,500	00
Dividends and interest,	41,313	70
Profit and loss,	704,871	91
	$2,794,535	61

Danville and Riverside.

Year ending December 31, 1884.

Officers. *Residences.*
Benjamin G. Welsh, President, ... Hughesville, Pa.
C. William Woddrop, Secretary, ... Hughesville, Pa.
J. S. Bailey, Treasurer, ... Hughesville, Pa.

Directors. *Residences.*
Robert England, ... Philadelphia, Pa.
John H. Dye, ... Philadelphia, Pa.
Nathaniel Barr, ... Philadelphia, Pa.
Thomas B. Reeves, ... Philadelphia Pa.
William J. Paul, ... Philadelphia, Pa.
I. N. Davis, ... Philadelphia, Pa.

Danville and Shamokin.

Year ending December 31, 1884.

Officers.	*Residences.*
George deB. Keim, President,	Philadelphia.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

Directors.	*Residences.*
J. B. Lippencott,	Philadelphia.
I. V. Williamson,	Philadelphia.
Franklin A. Comly,	Philadelphia.
Joseph Wharton,	Philadelphia.
John Wanamaker,	Philadelphia.
Robert H. Sayre,	Bethlehem.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Danville, Pa., to Shamokin, Pa.,	19	
Length of single main track laid, about	100 yards.	
Branches.		
Glendower branch, from main line to Groves Brothers, Danville, length of road, about,	250 yards.	

Delaware, Lackawanna and Western.

Year ending December 31, 1884.

Officers.	*Residences.*
Samuel Sloan, President,	New York city.
Percy R. Pyne, Vice President,	New York city.
Frederick H. Gibbens, Second Vice President, and Treasurer,	New York city.
Frederick F. Chambers, Secretary,	New York city.
Moses Taylor Pyne, General Solicitor,	New York city.
James Archbald, Chief Engineer,	Scranton, Pa.
William F. Hallstead, General Superintendent,	Scranton, Pa.
Garrett Bogart, Division Superintendent,	Scranton, Pa.

General offices at 26 Exchange Place, New York city, N. Y.

Directors.	*Residences.*
John I. Blair,	Blairstown, N. J.
George Bliss,	New York city.
Percy R. Pyne,	New York city.
William Walter Phelps,	New York city.
Wilson G. Hunt,	New York city.
Elias S. Higgins,	New York city.
Benjamin G. Clarke,	Jersey City, N. J.
Jay Gould,	New York city.
Sidney Dillon,	New York city.
Russell Sage,	New York city.
Edgar S. Auchincloss,	New York city.
Andrew T. McClintock,	Wilkes-Barre, Pa.
Abraham R. Van Nest,	New York city.
Gardner R. Colby,	Orange, N. J.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Delaware river to Pennsylvania and New York State line,		114.61	114.61
Length of second main track,		114.61	114.61
Branches.			
Lackawanna and Blomsburg branch, from Scranton to Northumberland,	Length of road,	80	80
	Length of single track,	58	58
	Length of double track,	22	22
Winton branch, from Nay-Aug to Winton,	Length of road,	7.50	7.50
	Length of single track,	7.50	7.50
Keyser Valley branch, from junction with main line to Keyser Valley,	Length of road,	5	5
	Length of single track,	5	5
	Length of sidings,	11.16	11.16
Storrs branch, from Winton junction to Storrs mine,	Length of road,	2.80	2.80
	Length of single track,	2.80	2.80
Leased Roads.			
New York, Lackawanna and Western railway, from State line to State line, New York, in township of Athens, county of Bradford,	Length of road,	6.41	6.41
	Length of double track,	6.41	6.41

ASSETS.

Cost of railroad and appurtenances, coal mines and other property,	$34,250,418	45
Materials on hand at mines and in shops,	1,049,712	06
Accounts and notes receivable,	7,463,103	02
Sundry stocks and bonds, valued at,	5,449,712	69
	$48,212,946	22

LIABILITIES.

Capital stock,	$26,200,000	00
Funded debt,	4,044,900	00
Unfunded debt, incurred for construction, equipment, etc.,	6,935,981	11
Surplus account,	11,032,065	11
	$48,212,946	22

Delaware River and Lancaster.

Year ending December 31, 1884.

Officers.	*Residences.*
Robert Crane, President,	112 South Fourth street, Philadelphia.
D. Brainard Case, Secretary,	Marietta, Lancaster county, Pa.
Henry Carpenter, Treasurer,	Lancaster, Pa.
E. D. North, General Solicitor,	North Duke street, Lancaster, Pa.
Edwin F. Bertolet, Chief Engineer,	Phœnixville, Pa.

Henry Carpenter, C. S. Kauffman, I. W. Guldin, Executive Committee.

Directors.	*Residences.*
Henry Carpenter,	Lancaster, Pa.
Robert M. Bolenius,	Lancaster, Pa.
C. S. Kauffman,	Columbia, Pa.
J. K. Lineaweaver,	Columbia, Pa.
D. B. Case,	Marietta, Pa.
E. D. White,	Churchtown, Lancaster county, Pa.
Michael M. Sensenig,	Goodville, Lancaster county, Pa.
Joel Wenger,	West Earl P. O., Lancaster county, Pa.
Samuel K. Cassell,	Blooming Glen, Bucks county, Pa.
Alexander Sellers,	Telford, Montgomery county, Pa.
Isaac W. Guldin,	Pughtown, Chester county, Pa.
Robert Crane,	112 South Fourth st., Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lancaster to Delaware river,	83	83

Delaware and Hudson Canal.

Year ending December 31, 1884.

Officers.	*Residences.*
Robert M. Olyphant, President,	New York, N. Y.
Col. F. Young, Vice President and General Manager,	Honesdale, Pa.
F. Murray Olyphant, Secretary,	New York, N. Y.
James C. Hartt, Treasurer,	New York, N. Y.
Rollin Manville, Railroad Superintendent,	Carbondale, Pa.

General offices at Courtland street, New York.

Directors.	*Residences.*
Abiel A. Low,	Brooklyn, N. Y.
James M. Halsted,	New York, N. Y.
LeGrand B. Cannon,	New York, N. Y.
James R. Taylor,	Brooklyn, N. Y.
John Jacob Astor,	New York, N. Y.
Thomas Cornell,	Rondout, N. Y.
Robert S. Hone,	New York, N. Y.
James Roosevelt,	Hyde Park, N. Y.
Abraham R. Van Nest,	New York, N. Y.
Hugh J. Jewett,	New York, N. Y.
David Dows,	New York, N. Y.
Robert M. Olyphant,	New York, N. Y.
Benjamin H. Bristow,	New York, N. Y.

The railroads owned by the company, to which this report relates, extend from Nineveh, in the State of New York, to the line dividing the States of New York and Pennsylvania, a distance of $17\frac{65}{100}$ miles, and from said line to a connection with the Jefferson railroad, a distance of $4\frac{36}{100}$ miles, and from Carbondale to Scranton, a distance of 17 miles, and a gravity railroad, extending from Olyphant to Honesdale and return, a distance of 56 miles. And the company hold under lease in Pennsylvania a railroad from Green Ridge to Mill Creek, a distance of $16\frac{69}{100}$ miles; also, a railroad about two miles in length, passing over what is known as the Plymouth and Wilkes-Barre bridge, thus making the number of miles of railroad owned in New York, to which this report relates, (exclusive of side tracks,) $17\frac{65}{100}$ miles, and in Pennsylvania, $77\frac{36}{100}$ miles, and the number of miles held under lease in Pennsylvania is $18\frac{69}{100}$ miles.

On the leased line, from Green Ridge to Mill Creek, there are $14\frac{85}{100}$ miles of double track, and on the line from Carbondale to Scranton there are $4\frac{29}{100}$ miles of double track. Sidings and other tracks not above enumerated, $44\frac{88}{100}$ miles in Pennsylvania, and $4\frac{5}{100}$ miles in New York; on the locomotive road and on the gravity road, $27\frac{73}{100}$ miles. Sidings, &c., all in Pennsylvania.

ASSETS.

Canal,	$6,339,210	49
Railroad and equipment,	6,468,683	96
Real estate,	9,325,365	39
Mine improvements,	2,388,709	02
Mine fixtures and equipment,	403,708	29
Boats, barges, and steamboats,	617,889	09
Coal-yards and fixtures,	172,889	94
Lackawanna and Susquehanna railroad,	1,022,938	15
Cherry Valley, Sharon and Albany railroad,	300,000	00
New York and Canada railroad,	3,597,074	48
Lackawanna Palace Car Company,	28,300	00
Mechanicsville and Fort Edward railroad,	51,927	88
Schenectady and Mechanicsville railroad,	211,527	85
Telegraph lines,	14,734	80
Supplies on hand,	1,611,253	96
Coal on hand,	892,804	36
Advances to leased lines,	1,502,789	59
Miscellaneous assets, viz:		
Bonds,	148,608	59
Stocks as follows:		
Albany and Susquehanna railroad, 8,540 shares, $854,000 00		
Rensselaer and Saratoga railroad, 16,077 shares, 1,607,700 00		
Delaware and Hudson Canal Company, 6,161 shares, 616,100 00		
Sundry stocks, 145,650 84		
	3,223,450	84
Advances on coal,	698,125	80
Cash,	1,122,648	20
Bills and accounts receivable,	1,701,164	30
	$41,843,804	98

LIABILITIES.

Capital stock,	$23,500,000	00
Bonds:		
1891, $5,549,000 00		
1894, 4,829,000 00		
1917, 5,000,000 00		
	15,378,000	00
Interest and dividends payable January, 1885,	579,175	00
Depositors,	148,516	13
Dividends and interest unclaimed,	50,382	01
Surplus,	2,187,731	84
	$41,843,804	98

Dillsburg and Mechanicsburg.

Year ending December 31, 1884.

Officers.	*Residences.*
Frederick Watts, President,	Carlisle, Pa.
E. M. Biddle, Secretary and Treasurer,	Carlisle, Pa.

General offices at Carlisle.

Directors.	*Residences.*
Frederick Watts,	Carlisle, Pa.
E. M. Biddle,	Carlisle, Pa.
Thomas B. Bryson,	Mechanicsburg.
Henry McCormick,	Harrisburg.
Christian Bender,	Dillsburg.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Dillsburg to Dillsburg junction,	7.7	7.7
Length of single main track,	7.7	7.7

Dunkirk, Allegheny Valley and Pittsburgh.

Year ending September 30, 1884.

Officers.	*Residences.*
Edwin D. Worcester, President,	New York.
Dwight W. Pardee, Secretary and Treasurer,	New York.
William M. Lester, Auditor and Local Treasurer,	Dunkirk, N. Y.
Oscar W. Johnson, General Solicitor,	Fredonia, N. Y.
Darwin Thayer, General Superintendent,	Dunkirk, N. Y.

General offices at Dunkirk, N. Y.

Directors.	*Residences.*
William H. Vanderbilt,	New York.
William K. Vanderbilt,	New York.
Cornelius Vanderbilt,	New York.
Edwin D. Worcester,	New York.
Frederick W. Vanderbilt,	New York.
Samuel F. Barger,	New York.
Joseph Harker,	New York.
Chauncey M. Depew,	New York.
Rasselas Brown,	Warren, Pa.

(Four vacancies.)

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Dunkirk, N. Y., to Oil City, Pa.,	106.5	64.2
Length of single main track laid,	90.6	48.3

ASSETS.

Construction,	$4,557,924	33
Equipment,	262,725	00
Materials,	488	59
Debts collectible,	4,964	34
Cash on hand,	3,505	45
	$4,829,607	71

LIABILITIES.

Capital stock,	$1,300,000	00
Funded debt,	3,200,000	00
Advances by lessee,	180,495	45
Due other roads and individual balances,	45,818	85
Profit and loss,	103,293	41
	$4,829,607	71

Easton and Bangor.

Year ending December 31, 1884.

Officers.	*Residences.*
William S. Moorhead, President,	Philadelphia, Pa.
William F. Witte, Secretary and Treasurer,	Springtown, Bucks co., Pa.

Directors.	*Residences.*
William S. Moorhead,	Philadelphia, Pa.
William F. Witte,	Springtown, Bucks co., Pa.
Harry Bottomly,	Philadelphia, Pa.
Robert M. Foust,	Woodbury, New Jersey.
William R. Dougherty,	Philadelphia, Pa.
Alexander Moorhead,	Philadelphia, Pa.

East Broad Top.

Year ending November 30, 1884.

Officers.	*Residences.*
William A. Ingham, President,	Philadelphia.
Edward Roberts, junior, Vice President,	Philadelphia.
William B. Jacobs, Secretary and Treasurer,	Philadelphia.
A. W. Sims, Chief Engineer, General Manager, General Superintendent, and Division Superintendent,	Orbisonia, Pa.

General offices at 320 Walnut street, Philadelphia.

Directors.	*Residences.*
Ario Pardee,	Hazleton, Pa.
George B. Markle,	Philadelphia.
Edward Roberts, junior,	Philadelphia.
Percival Roberts,	Philadelphia.
Edward R. Wood,	Philadelphia.
Franklin A. Comly,	Philadelphia.
Charles Hacker,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Mount Union to Robertsdale,	30	30
Length of single main track,	30	30

ASSETS.

Construction,	$865,547	65
Equipment,	169,504	67
Real estate,	10,617	75
Engine-houses, machine-shops, stations, &c.,	51,754	88
Rockhill Iron and Coal Company stock,	90,360	00
Stores,	1,331	51
Ledger balances,	112,844	64
Cash in bank and hands of agents,	6,743	06
Profit and loss,	58,071	20
	$1,366,775	36

LIABILITIES.

Capital stock,	$815,602	57
Mortgage bonds,	500,000	00
Unfunded debt,	43,088	88
Ledger balances,	8,083	91
	$1,366,775	36

East Brandywine and Waynesburg.

Year ending December 31, 1884.

Officers.	*Residences.*
John Cornoy, President,	Wallace, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.

General offices at No. 233 South Fourth street, Philadelphia, Pa.

Directors.	*Residences.*
T. M. Storb,	New Holland, Pa.
Amos Diller,	New Holland, Pa.
B. F. Kinzer,	New Holland, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
G. B Roberts,	Philadelphia, Pa.

James McClure, ... Philadelphia, Pa.
Edmund Smith, ... Philadelphia, Pa.
N. P. Shortridge, ... Wynnewood, Pa.
John P. Green, ... Philadelphia, Pa.
Henry D. Welsh, ... Philadelphia, Pa.
Joseph C. Davis, ... Honeybrook, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Downingtown to New Holland, . .	28.11	28.11
Length of single main track, ...	28.11	28.11

East Pennsylvania.

Year ending November 30, 1884.

Officers. *Residences.*
G. A. Nicolls, President, ... Reading.
Howard Hancock, Secretary, ... Philadelphia.
John Welch, Treasurer, ... Philadelphia.
General offices at 227 South Fourth street, Philadelphia.

Directors. *Residences.*
J. B. Lippincott, ... Philadelphia.
George deB. Keim, ... Philadelphia.
I. V. Williamson, ... Philadelphia.
Thomas Hart, junior, ... Philadelphia.
Beauveau Borie, ... Philadelphia.
J. N. Hutchinson, ... Philadelphia.
Robert H. Sayre, ... Bethlehem.
George D. Stitzel, ... Reading.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Reading, Pa., to Allentown, Pa., . .	36	All.
Length of single main track, ...	17.53	"
Length of second main track, ...	18.47	"

East Mahanoy.

Year ending November 30, 1884.

Officers. *Residences.*
G. A. Nicolls, President, ... Reading, Pa.
Howard Hancock, Secretary, ... Philadelphia, Pa.
John Welch, Treasurer, ... Philadelphia, Pa.
General offices at 227 South Fourth street, Philadelphia, Pa.

Directors.	*Residences.*
J. B. Lippincott,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.
George deB. Keim,	Philadelphia, Pa.
Franklin A. Comly,	Philadelphia, Pa.
Joseph Wharton,	Philadelphia, Pa.
John Wanamaker,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from East Mahanoy Junction, Pa., to Waste House Run, Pa.,	7.56	All.
Length of single main track,	5.49	"
Length of second main track,	2.07	"
Branches.		
Four colliery branches, length of road,	3.13	"

ASSETS.

Construction,	$391,950	00
Real estate,	600	00
Cash,	1,559	35
	$394,109	35

LIABILITIES.

Capital stock,	$392,550	00
Sundry dividends,	22	50
State taxes,	1,177	65
Sundry credits,	359	20
	$394,109	35

Ebensburg and Cresson.

Year ending December 31, 1884.

Officers.	*Residences.*
A. A. Barker, President,	Ebensburg, Pa.
Abel Lloyd, Secretary,	Ebensburg, Pa.
F. H. Barker, Treasurer,	Ebensburg, Pa.
John Scott, General Solicitor,	Philadelphia, Pa.

Have no general offices.

Directors.	*Residences.*
Wistar Morris,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
N. P. Shortridge,	Philadelphia, Pa.
S. Kneass,	Philadelphia, Pa.
John Price Wetherill,	Philadelphia, Pa.
George Huntley,	Philadelphia, Pa.
Thomas Davis,	Ebensburg, Pa.
Edmund James,	Ebensburg, Pa.
Thomas Griffith,	Ebensburg, Pa.
Richard Jones,	Ebensburg, Pa.
F. H. Barker,	Ebensburg, Pa.
Abel Lloyd,	Ebensburg, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Ebensburg to Cresson,	11	11
Length of single main track,	11	11

Edgewood.

Year ending December 31, 1884.

Officers.	*Residences.*
William H. Shoenberger, President,	——
Edward P. Loy, Secretary,	——
Thomas C. Dickson, Treasurer,	——

Directors.	*Residences.*
William H. Shoenberger,	Cincinnati, Ohio.
Thomas C. Dickson,	Pittsburgh, Pa.
Charles L. Fitzhugh,	Pittsburgh, Pa.
Robert Dickson,	Pittsburgh, Pa.
Charles H. Armstrong,*	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Edgewood Intersection to Hampton coal-fields,	1	1
Length of single main track,	1	1

*Deceased.

Elmira and Williamsport.

Year ending December 31, 1884.

Officers.	*Residences.*
Thomas Neilson, President,	Philadelphia.
Lewis P. Geiger, Secretary and Treasurer,	Philadelphia.

General offices at 308 Walnut street, Philadelphia.

Directors.	*Residences.*
Thomas Kimber,	Richmond Hill, N. Y.
William Read Fisher,	Philadelphia.
Lewis P. Geiger,	Philadelphia.
William D. Neilson,	Philadelphia.
Bushrod W. Adams,	Philadelphia.
Henry A. Fonda,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Williamsport, Pa., to Elmira, N. Y.,	75.5	69
Length of single main track,	75.5	69

ASSETS.

Constrnction account,	$2,218,000	00
Equipment account,	352,000	00
Investment account,	3,309	39
Office fnrniture,	298	44
Cash and cash items,	907	90
	$2,574,515	73

LIABILITIES.

Capital—preferred stock,	$500,000	
Capital—common stock,	500,000	
	$1,000,000	00
Mortgage bonds,	1,000,000	00
Five per cent. bonds,	570,000	00
Coupons,	35	00
Profit and loss account,	4,480	73
	$2,574,515	73

Erie and Pittsburgh.

Year ending December 31, 1884.

Officers.	*Residences.*
William L. Scott, President,	Erie, Pa.
Joseph McCarter, Vice President,	Erie, Pa.
William Brewster, Secretary and Treasurer,	Erie, Pa.

General offices at Erie, Pa.

Directors.	*Residences.*
William L. Scott,	Erie, Pa.
George B. Roberts,	Philadelphia, Pa.
Sidney T. Fairchild,	Cazenovia, N. Y.
Charles M. Reed,	Erie, Pa.
Joseph McCarter,	Erie, Pa.
Charles Tracy,	Erie, Pa.
William Brewster,	Erie, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from New Castle to Girard, Pa.,	81	All.
Length of main track, from Dock junction to Erie dock, Pa.,	3.47	All.
Length of single main track,	84.47	All.

ASSETS.

Construction,	$3,180,937	26
Equipment,	1,895,725	18
Real estate,	8,675	00
Cash,	9,220	86
Sundry securities,	23,399	63
Sundry accounts receivable,	7,590	52
Erie Extension canal,	155,000	00
Profit and loss,	24,737	90
	$5,305,286	35

LIABILITIES.

Capital stock,	$1,998,400	00
First mortgage bonds,	200	00
Second mortgage bonds,	91,800	00
Consolidated mortgage bonds,	2,485,000	00
Equipment mortgage bonds,	685,000	00
Unfunded or floating debt:		
Accounts payable, (account construction,)	21,886	04
Bills payable,	8,000	00
Commonwealth of Pennsylvania, (dividend taxes,)	8,743	00
Sundry accounts payable,	6,257	31
	$5,305,286	35

Erie and Wyoming Valley.

Year ending December 31, 1884.

Officers.	*Residences.*
John B. Smith, President,	Dunmore, Pa.
Hugh J. Jewett, Vice President,	New York, N. Y.
Aug. R. Macdonough, Secretary,	New York, N. Y.
George B. Smith, Treasurer,	Dunmore, Pa.

Directors.	*Residences.*
John B. Smith,	Dunmore, Pa.
Edward P. Darling,	Wilkes-Barre, Pa.
Samuel Slines,	Scranton, Pa.
George H. Catlin,	Scranton, Pa.
Hugh J. Jewett,	New York city, N. Y.
Edwin H. Mead,	New York city, N. Y.
John King,	New York city, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, when completed, from Lackawaxen to Pittston,	60	60

Evergreen.

Year ending December 31, 1884.

Officers.	*Residences.*
James Callery, President,	Allegheny, Pa.
A. C. McCallum, Secretary,	Pittsburgh.
H. D. Campbell, Treasurer,	Allegheny.
M. Brown, Solicitor,	Pittsburgh.
H. A. Schwanecke, Chief Engineer,	Allegheny.
J. T. Johnson, Division Superintendent,	Allegheny.

General offices at Allegheny, Pa.

Directors.	*Residences.*
James Callery,	Allegheny.
A. G. Hatry,	Pittsburgh.
A. C. McCallum,	Pittsburgh.
J. J. Gillespie,	Pittsburgh.
J. D. Callery,	Allegheny.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bennett's to Brooks',	4	4

Fayette County.

Year ending December 31, 1884.

Officers.	*Residences.*
William Beeson, President,	Uniontown, Pa.
Jasper M. Thompson, Secretary and Treasurer,	Uniontown, Pa.

Directors.	*Residences.*
William Beeson,	Uniontown, Pa.
Ewing Brownfield,	Uniontown, Pa.
Charles S. Seaton,	Uniontown, Pa.
J. M. Thompson,	Uniontown, Pa.
E. B. Dawson,	Uniontown, Pa.
Daniel Kaine,	Uniontown, Pa.
John K. Ewing,	Uniontown, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Uniontown to Connellsville,	$12\frac{2}{3}$	All.
Length of single main track,	$12\frac{2}{3}$	All.

Fort Pitt Incline Plane.

Year ending October 31, 1884.

Officers.	*Residences.*
William Flinn, President,	Pittsburgh, Pa.
S. H. French, Secretary,	Pittsburgh, Pa.
L. H. Williams, Treasurer,	Pittsburgh, Pa.

General offices at 103 Fourth avenue, Pittsburgh, Pa.

Directors.	*Residences.*
William Flinn,	Pittsburgh, Pa.
L. H. Williams,	Pittsburgh, Pa.
F. L. Stephenson,	Pittsburgh, Pa.
George I. Whitney,	Pittsburgh, Pa.
James J. Booth,	Pittsburgh, Pa.
S. H. French,	Pittsburgh, Pa.

Main Line.	Whole length in feet.	Length in Penn'a.
Length of main line, from lower to upper station,	350	All.

ASSETS.

Cost of plane,	$93,601	00
Cash on hand,	43	20
Real estate,	488	40
	$94,132	60

LIABILITIES.

Capital stock,		$60,000	00
Bonds,		30,000	00
Bills payable,		1,100	00
S. H. French,		166	66
Booth & Flinn,		119	22
W. H. Brown & Co.,		59	06
Profit and loss, October 31, 1883,	$1,116 98		
Profit and loss, October 31, 1884,	1,570 68		
		2,687	66
		$94,132	60

RESULT OF THE YEAR ENDING OCTOBER 31, 1884.

Wages,	$4,500	00
Expenses,	2,347	48
Interest,	1,807	91
Profit and loss,	1,570	68
	$10,226	07
Earnings,	$10,226	07

Frankford and Holmesburg.

Year ending December 31, 1884.

Officers.	*Residences.*
Andreas Hartel, President,	Holmesburg, Philadelphia.
Joseph H. Brown, Secretary,	Holmesburg, Philadelphia.
William Rowland, junior, Treasurer,	Holmesburg, Philadelphia.

Directors.	*Residences.*
Edmund Smith,	Philadelphia.
B. Frank Crispin,	Philadelphia.
Presley Blackiston,	Philadelphia.
Andreas Hartel,	Holmesburg, Philadelphia.
Joseph Hartel,	Holmesburg, Philadelphia.
William Rowland, junior,	Holmesburg, Philadelphia.
George S. Clark,	Holmesburg, Philadelphia.
Joseph H. Brown,	Holmesburg, Philadelphia.
Alfred Dungan,	Bustleton, Philadelphia.
Isaac A. Tomlinson,	Bustleton, Philadelphia.
William Dedaker,	Bustleton, Philadelphia.
Jamison Lott,	Bustleton, Philadelphia.
Joseph M. Banes,	Bustleton, Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Holmesburg Junction to Bustleton,	4.16	4.16
Length of single main track,	4.16	4.16

Germantown, Norristown and Phœnixville.

Year ending December 31, 1884.

Officers elected May 12, 1884.	*Residences.*
Edmund Smith, President,	—
Albert Hewson, Secretary,	—
William Taylor, Treasurer,	—

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	*Residences.*
D. B. Cummins,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
H. H. Houston,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood Montgomery co., Pa.
John C. Sims, junior,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.

Gettysburg and Harrisburg.

From April 21 to December 31, 1884.

Officers.	*Residences.*
J. C. Fuller, President,	Philadelphia.
John M. Butler, Secretary and Treasurer,	114 South Third street, Philadelphia.
J. C. Neely, General Solicitor,	Gettysburg, Pa.
A. E. Lehman, Chief Engineer,	Pine Grove Furnace, Pa.
William H. Woodward, Superintendent,	Pine Grove Furnace, Pa.

General offices at Pine Grove Furnace, Cumberland county, Pa.

Directors.	*Residences.*
J. C. Fuller,	Philadelphia.
Jay Cooke,	Philadelphia.
Jay Cooke, junior,	Philadelphia.
B. J. Woodward,	Philadelphia.
Spencer Erwin,	Philadelphia.
C. D. Barney,	Philadelphia.
John M. Butler,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Hunter's Run to Gettysburg,	21.60	All.
Length of single main track,	21.60	"
Branches.		
Round Top Extension branch, from Gettysburg to Round Top, Length of road,	3	"
Round Top Extension branch, from Gettysburg to Round Top, Length of single track,	3	"

ASSETS.

Cost of road,	$513,322	11
Cost of equipment,	48,863	64
Supplies on hand,	2,534	78
Deficit,	18,802	45
	$583,522	98

LIABILITIES.

Capital stock,	$250,000	00
Funded debt,	280,000	00
Unfunded debt,	53,522	98
	$583,522	98

Greenlick Narrow Gauge.

Year ending December 31, 1884.

Officers.	*Residences.*
Daniel H. Pershing, President,	Stauffer's Station, Pa.
Nathaniel Miles, Secretary and Treasurer,	Scottdale, Pa.
D. H. Pershing, General Superintendent,	Stauffer's Station, Pa.
David White, Division Superintendent,	Scottdale, Pa.

General offices at Scottdale, Westmoreland county, Pa.

Directors.	*Residences.*
D. H. Pershing,	Stauffer's Station, Pa.
David S. Macrum,*	Pittsburgh, Pa.
H. C. Frick,	Pittsburgh, Pa.
Edwin Miles,	Pittsburgh, Pa.
George K. Miles,	Pittsburgh, Pa.
Joseph R. Stauffer,	Scottdale, Pa.
David White,	Scottdale, Pa.
George A. Hogg,	Mount Pleasant, Pa.
George E. Hogg,	Brownsville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Greenlick to Mount Vernon mines,	$3\frac{56}{100}$	$3\frac{56}{100}$

ASSETS.

Construction,	$37,002	77
Cash,	97	75
Accounts receivable,	547	20
	$37,647	72

LIABILITIES.

Capital stock,	$31,650 00	$32,089	02
Capital stock, ledger accounts,	439 02		
Notes payable,		2,275	51
Accounts payable,		1,701	79
Profit and loss, (surplus,)		1,581	40
		$37,647	72

*Died March 8, 1884.

Harrisburg, Portsmouth, Mt. Joy and Lancaster.

Year ending December 31, 1884.

Officers.	*Residences.*
Edmund Smith, President,	Philadelphia.
Taber Ashton, Secretary and Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

Directors.	*Residences.*
Edmund Smith,	Philadelphia.
G. B. Roberts,	Philadelphia.
Wistar Morris,	Philadelphia.
John M. Kennedy,	Philadelphia.
James Young,	Middletown.
Lewis Elkin,	Philadelphia.
N. Parker Shortridge,	Philadelphia.
A. J. Cassatt,	Philadelphia.
John P. Green,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Dillerville junction to Market street, Harrisburg,	35.75	35.75
Length of single main track,	25.59	25.59
Length of second main track,	10.16	10.16
Length of third main track,	3.07	3.07
Branches.		
Columbia branch, from Columbia to branch intersection, Length of road,	18.15	18.15
Columbia branch, from Columbia to branch intersection, Length of double track,	18.15	18.15

Harrisburg and Western.

Year ending December 31, 1884.

Officers.	*Residences.*
Robert H. Sayre, President,	South Bethlehem, Pa.
William T. Sanger, Secretary and Treasurer,	Harrisburg, Pa.

General office at Harrisburg, Pa.

Directors.	*Residences.*
Richard K. Sheldon,	Philadelphia, Pa.
William T. Sanger,	Harrisburg, Pa.
Frederick J. Grotevent,	Harrisburg, Pa.
Hughes Oliphant,	Harrisburg, Pa.
Charles A. Pool,	New York city, N. Y.
George H. Kent,	New York city, N. Y.

Harrisburg and Potomac.

Year ending December 31, 1884.

Officers.	*Residences.*
Cary W. Ahl, President,	Boiling Springs, Pa.
Asbury Derland, Secretary,	Boiling Springs, Pa.
Thomas W. Ahl, Treasurer,	Boiling Springs, Pa.
F. H. Thomas, Chief Engineer,	Shippensburg, Pa.
Robert H. Middleton, General Superintendent,	Boiling Springs, Pa.

General offices at Boiling Springs, Pa.

Directors.	*Residences.*
Cary W. Ahl,	Boiling Springs, Pa.
Daniel V. Ahl,	Newville, Pa.
Josnua Hunt,	Catasauqua, Pa.
John Moore,	Dickinson, Pa.
J. J. Dull,	Harrisburg, Pa.
A. W. Eichelberger,	Hanover, Pa.
Peter Loucks,	Bowmansdale, Pa.
A. W. Heikes,	York Springs, Pa.
Asbury Derland,	Boiling Springs, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Bowmansdale to Shippensburg,		32	32
Length of single main track,		32	32
Branches.			
Philadelphia and Reading ore bank branch, from main line, near Boiling Springs, to ore bank,	Length of road,	2	2
	Length of single track,	2	2
Peffer branch, from main line, near Boiling Springs, to ore bank,	Length of road,	.6	.6
	Length of single track,	.6	.6
Cleversburg branch, from Cleversburg Junction to No. 1 ore bank,	Length of road,	2.9	2.9
	Length of single track,	2.9	2.9

Hanover Junction, Hanover and Gettysburg.

Year ending December 31, 1884.

Officers.	*Residences.*
A. W. Eichelberger, President,	Hanover, Pa.
R. M. Wirt, Secretary,	Hanover, Pa.
R. A. Eichelberger, Treasurer,	Hanover, Pa.
D. A. Wills, General Solicitor,	Gettysburg, Pa.
H. D. Scott, General Superintendent,	Gettysburg, Pa.

Directors.	*Residences.*
Peter Flickinger,	Hanover, Pa.
S. Keefer,	Hanover, Pa.
William Grumbine,	Hanover, Pa.
R. Young,	Hanover, Pa.
H. A. Young,	Hanover, Pa.
R. M. Wirt,	Hanover, Pa.
M. Eichelberger,	Gettysburg, Pa.
D. A. Wills,	Gettysburg, Pa.
C. W. Slagle,	Baltimore, Md.
William Buehler,	Baltimore, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Hanover Junction to Marsh Creek,	$33\frac{880}{1760}$	$33\frac{880}{1760}$
Length of single main track,	$33\frac{880}{1760}$	$33\frac{880}{1760}$

ASSETS.

Cost of road,	$399,239	00
Equipment,	165,344	00
Real estate,	17,000	00
Stocks in other railroads,	111,450	00
Materials on hand,	14,400	00
Cash,	758	69
Bills receivable,	25,514	97
	$733,706	66

LIABILITIES.

Capital stock,	$116,850	00
Funded debt,	208,000	00
Unfunded debt,	10,000	00
Balance due corporations,	21,000	00
Unclaimed dividends,	874	50
Profit and loss,	376,982	16
	$733,706	66

Hanover and York.

Year ending December 31, 1884.

Officers.	*Residences.*
John S. Young, President,	Hanover, Pa.
E. G. Smyser, Vice President,	York, Pa.
Lewis Grove, Secretary,	Hanover, Pa.
J. H. Alleman, Treasurer,	Hanover, Pa.

Directors.	*Residences.*
E. G. Smyser,	York, Pa.
W. L. Small,	York, Pa.
Michael Schall,	York, Pa.

Henry Small,	York, Pa.
Harris Wilton,	Wrightsville, Pa,
P. H. Glatfelter,	Spring Grove, Pa.
George D. Klinefelter,	Hanover, Pa.
Samuel H. Bechtol,	Hanover, Pa.
William J. Young,	Hanover, Pa.
Vincent O. Bold,	Hanover, Pa.
Isaac Loucks,	Hanover, Pa.
William Young, senior,	Hanover, Pa.

Huntingdon and Broad Top Mountain.

Year ending December 31, 1884.

Officers.	*Residences.*
B. Andrews Knight, President,	Philadelphia, Pa.
J. P. Donaldson, Secretary and Treasurer,	Philadelphia, Pa.
James W. Paul, General Solicitor,	Philadelphia, Pa.
John Fulton, Consulting Engineer,	Johnstown, Pa.
George F. Gage, General Manager,	Huntingdon, Pa.

General offices at Philadelphia and Huntingdon, Pa.

Directors.	*Residences.*
Rathmell Wilson,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.
William P. Jenks,	Philadelphia, Pa.
James Long,	Philadelphia, Pa.
John Devereux,	Philadelphia, Pa.
Jacob Naylor,	Philadelphia, Pa.
Thomas R. Patton,	Philadelphia, Pa.
Charles W. Wharton,	Philadelphia, Pa.
James Whitaker,	Philadelphia, Pa.
Spencer M. Janney,	Philadelphia. Pa.
William J. Barr,	Philadelphia, Pa.
M. E. McDowell,	Philadelphia, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Huntingdon to Mt. Dallas,		45	45
Length of single main track,		45	45
Branches.			
Shoup's Run branch, from Saxton to Broad Top city,	Length of road,	9.5	9.5
	Length of single track,	9.5	9.5
Six Mile Run branch, from Riddlesburg to Edge Hill,	Length of road,	4	4
	Length of single track,	4	4
Sandy Run branch, from Hopewell junction to Lane,	Length of road,	2.6	2.6
	Length of single track,	2.6	2.6
Long's Run (branch of Sandy Run) branch, from Long's Run junction to Kearney,	Length of road,	3	3
	Length of single track,	3	3

ASSETS.

Construction and equipment,		$5,592,401	48
Roadway expenses,	$14,467 26		
Transportation expenses,	113,368 96		
		157,836	22
Mines and real estate, (taxes, &c.,)		795	17
Interest on bonds,	$132,702 50		
Interest on scrip,	8,139 03		
Interest account,	2,244 34		
		143,085	87
Excise tax, (State of Pennsylvania,)		5,153	83
Incidental expenses, Philadelphia office,	$18,120 26		
Insurance account,	1,270 11		
		19,390	37
Book accounts,		19,584	51
R. Wilson and James Long, trustees,		118,895	00
Girard Life Insurance Annuity and Trust Company, trustee,		22,440	00
General supplies, (stock on hand,)		24,268	44
Real estate,		54,984	73
Cash,		35,693	12
		$6,194,528	74

LIABILITIES.

Stock, preferred,		$1,984,600	00
Stock, common,		1,368,650	00
Bonds, first mortgage loan,		416,000	00
Bonds, second mortgage loan,		367,500	00
Bonds, consolidated mortgage loan,		1,497,000	00
Scrip, first and second mortgage loan,		118,895	00
Scrip, convertible into preferred stock,		1,149	20
Scrip, convertible into common stock,		1,257	00
Freights, passengers, &c.,	$333,560 75		
Royalty of mines and rents,	4,376 15		
		337,936	90
Book accounts,		18,267	55
Dividend account,		284	25
Huntingdon and Broad Top car trust cars,		28,285	91
Profit and loss,		54,702	93
		$6,194,528	74

Ironton.

Year ending December 31, 1884.

Officers.	*Residences.*
Samuel Thomas, President,	Catasauqua, Pa.
John T. Knight, Secretary and Treasurer,	Easton, Pa.
William Andrews, General Superintendent,	Ironton, Pa.

General offices at Ironton, Pa.

Directors.	*Residences.*
Samuel Thomas,	Catasauqua, Pa.
Benjamin G. Clarke,	New York city.
John T. Knight,	Easton, Pa.
John Thomas,	Hokendauqua, Pa.
Edwin Mickley,	Hokendauqua, Pa.
William W. Marsh,	Schooley's Mountain, N. J.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Coplay to Ironton and Orefield, . . .	9⅓	9⅓
Length of single main track, ...	9⅓	9⅓

ASSETS.

Railroad, ...	$200,000	00
Bills receivable, ...	34,990	24
Cash, ...	652	63
	$235,642	87

LIABILITIES.

Capital stock, ...	$200,000	00
Profit and loss, ...	35,642	87
	$235,642	87

Jamestown and Franklin.

Year end ng December 31, 1884.

Officers.	*Residences.*
James Miles, President, ...	Miles Grove, Pa.
John C. Cornwell, Secretary, ...	Stoneboro', Pa.
Robert P. Cann, Treasurer, ...	Stoneboro', Pa.

General offices at Stoneboro', Pa.

Directors.	*Residences.*
Rasselas Brown, ...	Warren, Pa.
John S. McCalmont, ...	Franklin, Pa.
William Gibson, ...	Jamestown, Pa.
J. C. Cornwell, ...	Stoneboro', Pa.
O. G. Getzen Danner, ...	Cleveland, Ohio.
J. W. Osborn, ...	Kalamazoo, Mich.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Jamestown, Pa., to Oil City, Pa., . . .	51.10	51.10
Branches.		
Coal mine branch, length of road, ...	2.53	2.53

ASSETS.

Construction,	$2,538,473	84
Coal lands,	34,607	79
Central Trunk Railway Company,	8,235	69
Cash,	15	58
	$2,581,332	90

LIABILITIES.

Capital stock,	$601,200	00
Orders for stock,	610	50
Sundry persons for payments on stock,	5,432	50
First mortgage bonds, $317,000		
Second mortgage bonds, 500,000		
	817,000	00
Lake Shore and Michigan Southern Railway Company,	1,146,920	17
Profit and loss,	10,169	73
	$2,581,332	90

Jefferson.

Year ending December 31, 1884.

Officers.	*Residences.*
Samuel Hines, President,	———
Augustus R. Macdonough, Secretary,	———
B. Thomas, General Superintendent,	———
E. Van Elton, Division Superintendent,	———

General offices at Scranton, Pennsylvania.

Directors.	*Residences.*
Samuel Hines,	Scranton, Pa.
Horatio S. Pierce,	Scranton, Pa.
William A. May,	Scranton, Pa.
Edmund S. Bowen,	New York city, N. Y.
Augustus R. Macdonough,	New York city, N. Y.

(Two vacancies.)

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lanesborough to Carbondale,	36.686	36.686
Length of single main track, from Hawley to Honesdale,	8.183	8.183
Length of second main track,	3.219	3.219

Junction.

Year ending December 31, 1884.

Officers.	*Residences.*
Isaac Hinckley, President,	Philadelphia, Pa.
John C. Sims, junior, Secretary,	Philadelphia, Pa.
Robert Craven, Treasurer,	Ridley Park, Pa.
A. Feldpanche, Engineer,	Philadelphia, Pa.
William F. Lockard, Superintendent,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	*Residences.*
Isaac Hinckley,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
G. deB. Keim,	Philadelphia, Pa.
S. M. Felton,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Belmont to Thirty-fourth street and from north end of tunnel to Gray's Ferry,	3.56	3.56
Length of single main track,	7.12	7.12
Length of double main track,	3.56	3.56

ASSETS.

Construction,	$1,062,000	50
Cash,	47,393	78
	$1,109,394	28

LIABILITIES.

Capital stock,	$250,000	00
Funded debt,	725,000	00
Profit and loss,	134,394	28
	$1,109,394	28

Kensington and Tacony.

Nine months ending December 31, 1884.

Officers.	*Residences.*
J. N. DuBarry, President,	Philadelphia, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.

General offices at No. 233 South Third street, Philadelphia, Pa.

Directors.	*Residences.*
John P. Green,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood, Montgomery co., Pa.
William L. Elkins,	Philadelphia, Pa.
John Price Wetherill,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Kensington to Tacony,	5	5

Kendall and Eldred.

Year ending September 30, 1884.

Officers.	*Residences.*
J. W. Jones, President,	Philadelphia, Pa.
Franklin S. Buell, Secretary and Treasurer,	Buffalo, N. Y.
George S. Gatchell, General Superintendent,	Buffalo, N. Y.
C. E. Kimball, Assistant Secretary,	New York city.
W. L. Doyle, Auditor,	Buffalo, N. Y.
Directors.	*Residences.*
J. W. Jones,	Philadelphia, Pa.
Isaac N. Seligman,	New York city.
F. W. Seligman,	New York city.
C. H. Clarke,	Philadelphia, Pa.
H. B. Tyler,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
C. S. Carey,	Olean, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Eldred, Pa., to Tarport, Pa.,	15	15
Length of single main track,	15	15

Keystone Coal Company's.

Year ending December 31, 1884.

Officers.	*Residences.*
Henry A. Stiles, President,	Philadelphia, Pa.
F. H. Williams, Secretary and Treasurer,	Philadelphia, Pa.
Directors.	*Residences.*
Henry A. Stiles,	Philadelphia, Pa.
John H. Small,	York, Pa.
Jonathan Steward,	Trenton, N. J.
A. G. Richey,	Trenton, N. J.
H. T. Weld,	Baltimore, Md.
George F. Baer,	Reading, Pa.
James P. Scott,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Keystone mines to Keystone Junction,	5½	5½

Kinzua.

Year ending September 30, 1884.

Officers.	*Residences.*
J. W. Jones, President,	Philadelphia, Pa.
Franklin S. Buell, Secretary and Treasurer,	Buffalo, N. Y.
George S. Gatchell, General Superintendent,	Buffalo, N. Y.
C. E. Kimball, Assistant Secretary,	Philadelphia, Pa.
W. L. Doyle, Auditor,	Buffalo, N. Y.

Directors.	*Residences.*
J. W. Jones,	Philadelphia, Pa.
Isaac N. Seligman,	New York, N. Y.
T. W. Seligman,	New York, N. Y.
C. H. Clarke,	Philadelphia, Pa.
H. B. Tyler,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
C. S. Carey,	Olean, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Kinzua, Pa. to junction, with Bradford railroad,	14	14
Length of single main track,	14	14

Lake Shore and Michigan Southern.

Year ending December 31, 1884.

Officers.	*Residences.*
John Newell, President and General Manager,	Cleveland, Ohio.
E. D. Worcester, Vice President, Secretary, and Treasurer,	New York, N. Y.
Ashley Pond, General Solicitor,	Detroit, Mich.
L. H. Clarke, Chief Engineer,	Cleveland, Ohio.
P. P. Wright, General Superintendent,	Cleveland, Ohio.
Charles B. Couch, Division Superintendent,	Cleveland, Ohio.
George H. McIntire, Division Superintendent,	Youngstown, Ohio.

General offices at Cleveland, Ohio.

Directors.	*Residences.*
William H. Vanderbilt,	New York, N. Y.
Cornelius Vanderbilt,	New York, N. Y.
William K. Vanderbilt,	New York, N. Y.
Frederick W. Vanderbilt,	New York, N. Y.

Samuel F. Barger, ... New York, N. Y.
John E. Burrill, ... New York, N. Y.
Darius O. Mills, ... New York, N. Y.
Edwin D. Worcester, ... New York, N. Y.
William L. Scott, ... Erie, Pa.
Charles M. Reed, ... Erie, Pa.
Rasselas Brown, ... Warren, Pa.
John Newell, ... Cleveland, Ohio.
Jeptha H. Wade, ... Cleveland, Ohio.

CAPITAL STOCK.

Amount authorized by law,		$50,000,000	00
Amount authorized by votes of company,		50,000,000	00
Amount subscribed,		50,000,000	00
Amount now paid in,	Common, $49,466,500 00 Special or preferred, 533,500 00	50,000,000	00
Number of shares issued,	500,000		
Amount paid in on each share,		100	00
Par value of each share,		100	00

DEBT.

Date of Issue.	Name and Character.	Miles included in mortgage.	When due.	Amount outstanding.	Rate of Interest and when payable.
July 1, 1870	Lake Shore and Michigan Southern—consolidated 1st mortgage sinking fund.	864	July 1, 1900	$8,456,000	7 p. ct., reg. Jan., April, July, and Oct. Coupon Jan. and July.
Apr. 1, 1869	Lake Shore railway—dividend bonds.	258	Apr. 1, 1899	1,356,000	7 p. ct., April and October.
Oct. 1, 1867	Cleveland, Painesville and Ashtabula—3d mortgage.	95	Oct. 1, 1892	920,000	7 p. ct., April and October.
May 1, 1855	Michigan Southern and Northern Indiana—1st mortgage.	451	May 1, 1885	5,240,000	7 p. ct., May and Novem'r.
July 1, 1855	Cleveland and Toledo—1st mortgage.	162	July 1, 1885	1,595,000	7 p. ct., January and July.
Apr. 1, 1866	Cleveland and Toledo—2d mortgage.	162	Apr. 1, 1886	849,000	7 p. ct., April and October.
Sept. 1, 1866	Buffalo and State Line—mortgage.	88	Sept. 1, 1886	300,000	7 p. ct., March and Sept'r.
Apr. 1, 1868	Buffalo and Erie—mortgage,	88	Apr. 1, 1898	2,784,000	7 p. ct., April and October.
	Total amount outstanding of the 1st general mortgage, $25,000,000	.	. . . . .	$21,500,000	
Dec 1, 1873	Lake Shore and Michigan Southern—consolidated 2d general mortgage,	864	Dec. 1, 1903	$24,692,000	7 p. c., June and Decem'r.
	Total funded debt—Lake Shore and Michigan Southern Railway company proper,			$46,192,000	All 7 per cent.

Unfunded Debt.*

Total amount of funded debt,	$46,192,000
Funded debt, as per last report,	$42,942,000
Total cash realized from capital stock and debt,	96,192,000

* None.

COST.

Total cost of roads owned to date,	$66,700,000	00
Average of same per mile of road laid,	$77,121	43
Average of same per mile of single track,	59,874	32
Proportion of same for Pennsylvania,	3,803,628	93
Total cost of equipment owned,	$17,300,000	00
Average cost of equipment per mile of road owned by company,	16,879	03
Average cost of equipment per mile of road operated by company,	12,907	07
Proportion of same for Pennsylvania,	1,294,072	54
Cost of road and equipment per mile of road owned by company,	94,000	46
Proportion of same for Pennsylvania,	4,636,102	69
Total cost of roads and equipment,	$84,000,000	00
Proportion of same for Pennsylvania,	5,930,175	23

CHARACTERISTICS OF ROAD.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Buffalo to Chicago *via* Norfolk and Adrian,		540.49	44.06
Length of single main track,		540.49	44.06
Length of second main track,		249.13	44.06
Branches.			
Sandusky branch, from Elyria junction to Millbury junction,	Length of road,	72.95	
	Length of single track,	72.95	
	Length of double track,	17.11	
Sandusky Pier branch, from junction, at Sandusky, to Old Depot, Sandusky,	Length of road,	3.72	
	Length of single track,	3.72	
Ashtabula branch, from Ashtabula Harbor to Jamestown,	Length of road,	38.31	5.26
	Length of single track,	38.31	5.26
Connecting branch, with D. A. V. and P. R. R. at Dunkirk,	Length of road,	1.50	
	Length of single track,	1.50	
Air Line branch, from Air Line junction to Elkhart,	Length of road,	130.83	
	Length of single track,	130.83	
Detroit branch, from Air Line junction to Detroit,	Length of road,	62.36	
	Length of single track,	62.36	
Jackson branch, from Lenawee junction to Jackson,	Length of road,	41.98	
	Length of single track,	41.98	
Monroe branch, from Lenawee junction to Monroe,	Length of road,	29.37	
	Length of single track,	29.37	
Palmyra branch, from Palmyra to Adrian,	Length of road,	5.72	
	Length of single track,	5.72	
Kalamazoo branch, from White Pigeon to Kalamazoo,	Length of road,	36.57	
	Length of single track,	36.57	
Lansing branch, from Jonesville to North Lansing,	Length of road,	61.14	
	Length of single track,	61.14	
Leased Roads.			
Jamestown and Franklin railroad, from Jamestown to Oil City,	Length of road,	50.91	50.91
	Length of single track,	50.91	50.91
Mahoning Coal railroad, from Youngstown to Andover, including four coal branches,	Length of road,	43.05	
	Length of single track,	43.05	
Kalamazoo, Allegan and Grand Rapids railroad, from Kalamazoo to Grand Rapids	Length of road,	58.42	
	Length of single track,	58.42	
Detroit, Hillsdale and South-Western railway, from Ypsilanti to Bankers,	Length of road,	65.20	
	Length of single track,	65.20	
Ft. Wayne and Jackson railroad,* from Ft. Wayne to Jackson,	Length of road,	97.83	
	Length of single track,	97.83	

*Ft. Wayne and Jackson railroad measured in 1884 and found to be from Jackson to Pittsburgh, Ft. Wayne and Chicago crossing, at Ft. Wayne, 97.83 miles, in place of 97.42 miles as previously reported from measurements made by Ft. Wayne and Jackson railroad.

Summary.	Whole length in miles.	Length in Penn'a.
Length of main line,	540.49	44.06
Length of branches owned by the company,	484.45	5.26
Length of leased roads,	315.41	50.91
Length of second track,	266.24	44.06
Length of sidings and other tracks not above enumerated,	548.00	46.14
Length of all tracks,	2,154.59	190.43

Gauge.

Gauge of lines, ... 4 ft. 8½ in.

Track.

Miles of track laid with steel rail on lines owned, leased, or operated, whole length, 1,521.76; in Pennsylvania, . 152.01

Miles of track laid with iron rail on lines owned, leased, or operated, whole length, 632.83; in Pennsylvania, . . 38.42

Weight of rail per yard, . . { Steel, in branches, 52, 56, and 60 lbs.; in main line, 60 and 65 lbs. / Iron, in branches, . . . 56 and 60 lbs.

Telegraph Lines.

Length of lines in miles, 1,945; in Pennsylvania, ... 862

Number of miles of wire, 9,548; in Pennsylvania, ... 934

Bridges and Trestles.

Number of bridges and trestles on lines owned by the company, ... 178

Wooden bridges, number of, 41; aggregate length, . . . 5,768 feet.

Stone bridges, number of, 11; aggregate length, . . . 1,680 feet.

Iron bridges, number of, 68; aggregate length, ... 6,466 feet.

Wooden trestles, number of, 58; aggregate length, . . 11,476 feet.

Total length of bridges and trestles, ... 25,390 feet.

Crossings.

Railroads crossing, at grade, lines owned by the company in this Commonwealth: Philadelphia and Erie railroad at Erie; Erie and Pittsburgh railroad at Erie.

Number of crossings of highways, at grade, in this Commonwealth, ... 112

Number of crossings of highways over railroad, ... 5

Number of crossings of highways under railroad, ... 8

Number of crossings at which gates or flagmen are maintained, ... 18

Number of crossings at which there are neither gates nor flagmen, ... 94

Statement of regulations governing employés in regard to these crossings:

Every engine must be brought to a full stop before crossing the track of any railroad, at a distance not exceeding four hundred feet from the same.

When approaching railroad crossings, or other hazardous points, steam must be shut off at least a mile distant, and the speed of all trains must be reduced so as to bring them certainly within control of the engineer. The conductor and all the trainmen, upon all trains must be at the brakes at least one mile before reaching such points, ready to apply the brakes instantly when the whistle sounds. Upon passenger trains, if the air-brake is found not to be working efficiently, the brakes must be applied by hand, and the train must be held under such control as surely to prevent running over before stopping.

Engineers must have the engine-bell rung, in all cases, before the engine is put in motion, and always at least eighty rods before reaching a public-road crossing, and until it is passed, and when passing through station-yards, or whenever any person is seen on or near the track in front of the engine. At least eighty rods distant from every public-road crossing, whether it be under, over, or on a level with the railway, they must give the crossing signal by whistle, and about one mile before arriving at each station, they will give one long whistle.

When they receive a signal to stop, they must at once call for brakes, whistling off brakes immediately after if necessary.

They must avoid all unnecessary use of the whistle, reserving it, so far as possible, for cases of danger.

They will allow no persons to ride upon the engines or tenders, except the chief engineer, assistant engineers, and superintendents, train dispatchers, road and division masters, or master machinists, unless they have permission of the superintendent, or in cases of storms or accidents.

They will not permit the firemen to operate the engines, except when they are themselves present upon them. Both engineer and fireman must remain upon the engine while it is at work.

Stations.

Number of stations on main line: Passenger, 114; freight, 102; total, 116; in Pennsylvania,	8
Number of stations on branches: Passenger, 78; freight, 75; total, 78; in Pennsylvania,	None.
Number of stations on leased roads: Passenger, 57; freight, 55; total, 57; in Pennsylvania,	10
Number of engine-houses owned by the company, 51; in Pennsylvania,	7
Number of shops owned by the company, 17; in Pennsylvania,	None.
Number of wood and water stations on main line, 68; in Pennsylvania,	6
Number of wood and water stations on branches, 41; in Pennsylvania,	None.
Number of wood and water stations on leased roads, 37; in Pennsylvania,	7

Value of real estate held by the company, exclusive of roadway, ... $365,779 61
Number of tunnels on all lines owned by the company, 1;
in Pennsylvania, ... None.
Aggregate length of tunnels, ... 114 feet.

Material of foundation upon which track is laid: Ballasted with stone, gravel, and cinders; joints fastened with angle-splices.

Equipment.		Number.	Average cost of each.	
Locomotives,		551	$10,000	00
Passenger cars, first class,	134			
Passenger cars, second class,	60			
Total passenger cars,		194	4,000	00
Baggage, mail and express cars, and two pay cars,		75	2,600	00
Postal cars, (letter and storage,)		32	3,700	00
Freight cars, 8-wheel,	15,589			
Freight cars, 4-wheel,	600			
Total freight cars,		16,189	400	00
Caboose cars,		271	900	00
Dumpers, 147; derrick, 10, and tool cars, 9,		166		

Train brake in use: Westinghouse automatic on passenger equipment.
Average number of cars in passenger trains, including mail, express, and baggage cars, ... 6
Average number of cars in freight trains, ... 40
Average weight of passenger trains, including locomotive and tender, in working order, in tons, ... 198
Average weight of freight trains, including locomotive and tender, in working order, in tons, ... 609

Employes.

Average number of persons regularly employed by the company, including officials, ... 9,685
Same in Pennsylvania, ... 486

DOINGS OF THE YEAR.
Transportation and Total Miles Run.

Number of miles run by passenger trains, ... 3,459,742
Number of miles run by freight and coal trains, ... 5,828,746
Number of passengers carried one mile in Pennsylvania, . 24,183,986
Number of tons of 2,000 lbs. of through freight for the year on main road, ... 653,040
Number of tons of freight carried one mile, ... 1,410,545,674
Number of tons of freight carried one mile in Pennsylvania, ... 148,640,455
Gross amount of tonnage for the year, (2,000 lbs. per ton,) 7,365,688

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	25
Average rate of speed adopted by express trains, including stops, (miles per hour,)	32
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	15

The Amount of Freight, in Tons of 2,000 lbs.

Anthracite coal,	369,370	Agricultural products,*	1,231,993
Bituminous coal,	1,038,002	Merchandise and manufactures,	639,585
Petroleum and other oils,	377,537	Live stock,	442,330
Pig-iron,	97,305	Lumber,	676,542
Railroad iron,	39,115	Other articles,	1,554,786
Other iron or castings,	324,092		
Iron and other ores,	242,426	Total,	7,365,688
Stone and lime,	332,695		

The Rate Per Ton, (of 2,000 lbs.,) Per Mile Charged for Freight.

For through freight and coal, per ton per mile,	0.512 cents.
For local freight and coal, per ton per mile,	0.699 cents.
For all freight, per ton per mile,	0.652 cents.

*Includes grain, vegetables, other agricultural products, and fruits and cotton.

EARNINGS FOR THE YEAR—From Transportation of Passengers.

Months.	Through.			Local.			Totals.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1884,	5,248	2,833,920	$49,821 40	246,131	10,091,371	$226,125 68	251,379	12,925,291	$275,947 08
February, 1884,	5,108	2,758,320	48,249 28	253,897	10,409,777	229,828 54	259,005	13,168,097	278,077 82
March, 1884,	6,583	3,554,820	60,234 47	286,031	11,727,271	270,466 52	292,614	15,282,091	330,700 99
April, 1884,	8,369	4,519,260	76,157 92	278,813	11,431,333	267,977 74	287,182	15,950,593	344,135 66
May, 1884,	9,742	5,260,680	75,987 26	280,166	11,486,806	280,279 26	289,908	16,747,486	356,266 52
June, 1884,	8,730	4,714,200	74,823 44	276,864	11,351,424	286,090 19	284,594	16,065,624	360,913 63
July, 1884,	9,461	5,108,940	76,182 90	342,756	13,710,242	334,631 28	352,217	18,819,182	410,814 18
August, 1884,	7,598	4,102,920	66,371 26	340,293	13,611,726	332,793 39	347,891	17,714,646	399,164 65
September, 1884,	8,970	4,843,800	79,428 96	375,639	15,015,561	349,663 34	384,609	19,859,361	429,092 30
October, 1884,	8,592	4,639,680	76,891 14	335,210	13,408,406	305,407 32	344,802	18,048,086	382,298 46
November, 1884,	6,909	3,730,860	65,728 47	267,818	10,712,723	220,965 00	274,727	14,443,583	286,693 47
December, 1884,	6,499	3,509,460	61,493 26	269,923	10,796,922	208,131 15	276,422	14,306,382	279,624 41
Totals,	91,809	49,576,860	$811,369 76	3,553,541	143,753,562	$3,322,359 41	3,645,350	193,330,422	$4,133,729 17

The Rate of Fare for Passengers Charged for the Respective Classes per Mile.

For first-class through passengers, 2½ cents; for first-class way passengers, single trip, 3 cents. round trip, 2⅔ cents; for second-class through passengers, 1¾ cents; for second-class way passengers, 2 cents.

From Transportation of Freight.

Months.	Through Freight.			Local Freight.			Totals.		
	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.
January, 1884,	72,601	$242,348 78	38,996,968	499,271	$578,741 56	81,770,586	571,872	$821,090 34	120,767,554
February, 1884,	56,095	203,367 67	30,113,387	477,227	599,090 08	77,786,748	533,322	802,457 75	107,900,135
March, 1884,	62,829	193,412 46	33,748,970	560,564	668,230 69	88,944,509	623,393	861,643 15	122,693,479
April, 1884,	59,240	169,249 53	31,833,068	550,237	609,315 10	83,079,192	609,477	778,564 63	114,912,260
May, 1884,	51,175	137,135 31	27,503,135	565,832	580,225 33	83,006,077	617,007	717,360 64	110,509,212
June, 1884,	47,026	124,137 34	25,269,153	513,990	518,638 59	78,385,780	561,016	642,775 93	103,654,933
July, 1884,	40,117	83,976 06	21,549,192	546,507	565,965 23	82,359,654	586,624	649,941 29	103,908,846
August, 1884,	38,290	84,316 67	20,557,586	617,615	690,825 50	100,553,681	655,905	775,142 17	121,111,267
September, 1884,	40,593	74,172 48	21,809,466	623,667	686,703 03	98,644,098	664,260	760,875 51	120,453,564
October, 1884,	65,058	123,441 34	34,975,997	670,272	730,450 14	104,434,422	735,330	853,891 48	139,410,419
November, 1884,	65,069	184,372 68	34,981,691	591,630	709,654 92	96,924,099	656,699	894,027 60	131,905,790
December, 1884,	54,947	176,088 08	29,533,129	495,836	624,957 89	83,785,086	550,783	801,045 97	113,318,215
Totals,	653,040	$1,796,018 40	350,871,742	6,712,648	$7,562,798 06	1,059,673,932	7,365,688	$9,358,816 46	1,410,545,674

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1884, . .	$59,075	04	$21,205	25	$21,067	12	$101,347	41
February, 1884, .	58,985	01	22,187	93	23,636	03	104,808	97
March, 1884, . . .	58,821	67	25,850	09	23,276	19	107,947	95
April, 1884, . . .	66,097	69	30,206	99	16,743	75	113,048	43
May, 1884, ...	66,152	69	28,974	67	17,898	75	113,026	11
June, 1884, ...	65,749	44	26,827	05	17,675	12	110,251	61
July, 1884, . . .	64,808	88	24,575	52	16,159	46	105,543	86
August, 1884,	64,845	38	27,620	77	15,993	21	108,459	36
September, 1884, .	63,025	90	35,776	89	15,708	71	114,511	50
October, 1884, . .	64,740	67	34,349	05	16,296	04	115,385	76
November, 1884, .	64,860	17	29,783	45	39,642	25	134,285	87
December, 1884, .	64,424	41	30,100	45	27,896	67	122,421	53
Total, ...	$761,586	95	$337,458	11	$251,993	30	$1,351,038	36

RECAPITULATION.

Total passenger earnings for the year, ...	$4,133,729	17
Total freight earnings for the year, ...	9,358,816	46
Total earnings from all other sources, ...	1,351,038	36
Total earnings for the year, ...	$14,843,583	99
Total receipts from all sources on whole length of line, . . .	$14,843,583	99
Proportion of earnings in Pennsylvania to earnings of whole line,	1,465,183	26

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.	Passenger.		Freight.		Total.	
Agents and labor at stations, . . .	$528,544	85	$1,359,115	36	$1,887,660	21
Car service, ...			328,911	68	328,911	68
Dispatchers, passenger train service,	220,596	39	. . . . .		220,596	39
Dispatchers, freight train service, ...			416,683	10	416,683	10
Expenses of stations, except labor,	18,270	68	46,981	78	65,252	46
Foreign agencies and advertising, .	91,855	97	162,193	80	254,049	77
Insurance, passenger train supplies,	21,115	71	. . . . .		21,115	71
Insurance, freight train supplies, ...			3,578	08	3,578	08
Loss and damage to freight, property, and persons, .	29,178	18	68,082	41	97,260	59
Telegraph expenses, maintaining and operating, ...	94,590	57	161,059	62	255,650	19
Rents, payable, ...	66,761	34	22,253	75	89,015	09
Total, ...	$1,070,913	69	$2,568,859	58	$3,639,773	27
Motive Power.						
Enginemen and firemen, passenger and freight, ...	$312,985	54	$532,921	34	$845,906	88
Fuel for locomotives, ...	333,869	00	568,479	65	902,348	65
Locomotives, repairs of, ...	188,705	45	321,309	27	510,014	72
Oil and waste for locomotives, . .	27,760	61	47,268	07	75,028	68
Water, wood, and coal stations, expenses and repairs of, ...	16,453	05	28,014	64	44,467	69
Totals, ...	$879,773	65	$1,497,992	97	$2,377,766	62
Maintenance of Way.						
Repairs, buildings, and fixtures, .	$40,587	47	$104,367	79	$144,955	26
Bridges, repairs of, ...	40,485	49	68,934	74	109,420	23
Cross-ties, ...	108,436	45	184,635	03	293,071	48
Fences, road crossings, and signs, .	16,895	36	43,445	20	60,340	56
Rails, steel, . . .	64,319	71	109,517	35	173,837	06
Road-bed and track, repairs of, labor and materials, ...	277,732	50	472,895	90	750,628	40
Totals, ...	$548,456	98	$983,796	01	$1,532,252	99

Maintenance of Cars.	Passenger.		Freight.		Total.	
Cars, repairs of freight,			$399,185	56	$399,185	56
Cars, repairs of passenger, baggage, express, and postal,	$202,127	60			202,127	60
Totals,	$202,127	60	$399,185	56	$601,313	16
General Expenses.						
Incidentals and legal expenses,	$11,639	58	$29,930	35	$41,569	93
Salaries of president and other officers and clerks,	91,885	38	236,276	68	328,162	06
Stationery and blanks,	16,706	47	42,959	50	59,665	97
Taxes,	192,970	89	328,572	07	521,542	96
Contingencies,	8,812	91	22,661	78	31,474	69
Totals,	$322,015	23	$660,400	38	$982,415	61

EARNINGS–Summary.

Passenger transportation, local,	$3,322,359 41	Total,	$4,133,729	17
Passenger transportation, through,	811,369 76			
Freight transportation, local,	7,562,798 06	Total,	9,358,816	46
Freight transportation, through,	1,796,018 40			
Mail service,	761,586 95	Total,	1,099,045	06
Express service,	337,458 11			
Miscellaneous,			251,993	30
			$14,843,583	99

EXPENSES–Summary.

	Passenger.		Freight.		Total.	
Conducting transportation,	$1,070,913	69	$2,568,859	58	$3,639,773	27
Motive-power,	879,773	65	1,497,992	97	2,377,766	62
Maintenance of way,	548,456	98	983,796	01	1,532,252	99
Maintenance of cars,	202,127	60	399,185	56	601,313	16
General expenses,	322,015	23	660,400	38	982,415	61
Total operating expenses,					$9,133,521	65
Total expenditures during the year,					$9,133,521	65

Operating expenses, 61.53 per cent. of earnings.		
Earnings per mile of road operated,	$11,074	41
Expenses per mile of road operated,	7,553	78
Net earnings,	5,710,062	34

ASSETS.

Lake Shore and Michigan Southern railway and branches, 864.87 miles,	$66,700,000	00
Equipment: 551 locomotives, 16,927 cars,	17,300,000	00
Detroit, Monroe and Toledo railroad, 62.36 miles,	1,381,600	00
White Pigeon and Kalamazoo railroad, 36.57 miles,	610,000	00
Northern Central Michigan railroad, 61.14 miles,	1,357,000	00
Jamestown and Franklin railroad, 51 miles,	2,126,530	27
Chicago and Canada Southern railway stocks and bonds,	715,000	00
New York, Chicago and St. Louis railway stock,	6,527,000	00
Pittsburgh and Lake Erie railroad stock and scrip, (dividend,)	2,141,111	18
Cleveland, Lorain and Wheeling railroad stock,	717,000	00
Stocks of other companies,	2,046,840	14
Bonds of other companies,	136,180	00
Pacific Hotel Company, Chicago, stock and bonds,	428,212	50
General office property and other real estate,	365,779	61
Supplies, rails, fuel, &c.,	966,310	55
Cash,	218,681	62
Uncollected earnings,	1,249,858	63
Valley railway, Cleveland, (advances,)	277,987	86
	$105,265,092	36

LIABILITIES.

Capital stock, ($533,500, ten per cent. guaranteed,)	$50,000,000	00
Funded debt:		
Lake Shore and Michigan Southern railway, 864.87 miles,	46,192,000	00
Detroit, Monroe and Toledo railroad, 62.36 miles,	924,000	00
White Pigeon and Kalamazoo railroad, 36.57 miles,	600,000	00
December pay-rolls, vouchers, etc.,	2,975,160	83
Dividends paid February 1, 1885, (guaranteed stock,)	26,675	00
Income, or profit and loss,	4,547,256	53
	$105,265,092	36

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. American pays $168 per day for 24,000 pounds through freight, between Buffalo and Cleveland, and from ten cents to $1 25 per 100 pounds for way. United States pays $250 per day for 16 000 pounds through freight, between Cleveland and Chicago, and twenty-five cents to $1 25 per 100 pounds for way.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. Red line, White line, Midland line, coöperative; Merchants' despatch, Empire line, stock companies.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? The railroads own the cars of the coöperative lines, and share in expenses *pro rata*. To the stock companies, railroads pay current rate of mileage on their cars, also, commission on the freight. No preference.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the

reasons therefor. All companies or individuals shipping like character or quantities of freight are treated alike, as regards rates, facilities, etc.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

SLEEPING CARS.

Names of owners of sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates. Sleeping and drawing-room cars owned by New York Central Sleeping Car Company. They put on cars at their own cost, and maintain the interior, receiving therefor the current rates for seats and berths.

U. S. MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service. Main line, twice daily each way, in postal cars. Branches, once, in baggage cars.

STOCKS AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue, ... None.

Date and per cent. of all cash dividends on stock of original and consolidated companies: 1870, 8 per cent.; 1871, 8 per cent.; 1872, 8 per cent.; 1873, 4 per cent.; 1874, 3¼ per cent.; 1875, 2 per cent.; 1876, 3¼ per cent.; 1877, 2 per cent.; 1878, 4 per cent.; 1879, 6½ per cent.; 1880, 8 per cent.; 1881, 8 per cent.; 1882, 8 per cent.; 1883, 8 per cent.; 1884, 5 per cent., viz: May 1, 2 per cent.; August 1, 1½ per cent.; November 1, 1½ per cent.

Paid in dividends, { Interest on funded debt, and rental leased lines,	$3,667,319	72
Paid in dividends, { Cash,	2,526,675	00
Paid to sinking fund,	250,000	00
Balance for the year, deficit,	404,421	84
Surplus at commencement of the year,	4,951,678	37
Total surplus,	4,547,256	53
Surplus invested as follows:		
Cash and loans,	218,681	62
Balance of accounts due company,	1,527,846	49
Material, fuel, and stores,	966,310	55
Other items,	1,834,417	87

ACCIDENTS TO PERSONS.

	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	. . . .	. . . .	. . . . .	1	. . .	1
Employés,	. . . . .	3	. . . . .	6	. . .	9
Others,	. . . . .	. . . .	3	9	3	12
Total,	. . . .	3	3	16	3	22

Lancaster and Reading Narrow-Gauge.

Year ending December 31, 1884.

Officers.	*Residences.*
A. H. Peacock, President,	Lancaster, Pa.
William Leaman, Secretary and Treasurer,	Lancaster, Pa.

Directors.	*Residences.*
A. H. Peacock,	Lancaster, Pa.
John D. Skiles,	Lancaster, Pa.
John R. Bitner,	Lancaster, Pa.
John Keller,	Lancaster, Pa.
Henry Carpenter,	Lancaster, Pa.
C. Geiger,	Lancaster, Pa.
B. F. Breneman,	Lancaster, Pa.
Amos Hollinger,	Lancaster, Pa.
William Leaman,	Lancaster, Pa.
George W. Hensel,	Quarryville, Pa.
C. M. Hess,	Quarryville, Pa.
Daniel D. Hess,	Quarryville, Pa.
Daniel Herr,	Refton, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lancaster to Reading,	34	34
Branches.		
Quarryville branch, from Lancaster to Quarryville,	15½	15½

Lawrence.

Year ending December 31, 1884.

Officers.	*Residences.*
Louis H. Meyer, President,	New York city, N. Y.
John J. Haley, Secretary and Treasurer,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
Louis H. Meyer,	New York.
Charles W. Cass,	New York.
Charles Lanier,	New York.
J. N. McCullough,	Pittsburgh, Pa.
John B. Jackson,	Pittsburgh, Pa.
R. W. Cunningham,	New Castle, Pa.
John N. Hutchinson,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lawrence Junction, Pa., to Youngstown, Ohio,	17.98	9.363
Length of single main track,	17.98	9.363
Branches.		
Canfield branch, from Canfield Junction to Foster Coal Bank, length of road,	4.06	

ASSETS.

Construction,	$830,183	95
Sinking fund,	43,690	26
Bond investment,	3,424	33
Lessee company, rent,	8,991	36
T. D. Messler, trustee,	164	74
Winslow, Lanier & Co.,	105	00
Cash account,	30,193	08
	$916,752	72

LIABILITIES.

Capital stock,	$500,000	00
Mortgage bonds,	355,000	00
Commonwealth of Pennsylvania,	3,062	94
Sundry accounts,	666	00
Coupons unpaid,	70	00
Balance,	57,953	78
	$916,752	72

Lehigh Valley.

Year ending November 30, 1884.

Officers.	*Residences.*
Elisha P. Wilbur, President,	Bethlehem, Pa.
Charles Hartshorne, Vice-President,	Philadelphia, Pa.
John R. Fanshawe, Secretary,	Philadelphia, Pa.
William C. Alderson, Treasurer,	Philadelphia, Pa.
A. W. Stedman, Chief Engineer,	Mauch Chunk, Pa.
John Taylor, General Traffic Manager,	Mauch Chunk, Pa.
H. Stanley Goodwin, General Superintendent,	Bethlehem, Pa.
James I. Blakslee, Coal Branches Division Superintendent,	Mauch Chunk, Pa.
James Donnelly, New Jersey Division Superintendent,	Perth Amboy, N. J.
A. G. Brodhead, junior, Beaver Meadow Division Superintendent,	Mauch Chunk, Pa.
Alexander Mitchell, Wyoming Division Superintendent,	Wilkes-Barre, Pa.

General offices at No. 228 South Third street, Philadelphia, Pa.

Directors.	*Residences.*
Charles Hartshorne,	Philadelphia, Pa.
William L. Conyngham,	Wilkes-Barre, Pa.
Ario Pardee,	Hazleton, Pa.
William A. Ingham,	Philadelphia, Pa.
George B. Markle,	Philadelphia, Pa.
Robert H. Sayre,	Bethlehem, Pa.
James I. Blakslee,	Mauch Chunk, Pa.
Joseph Patterson,	Philadelphia, Pa.
Garrett B. Linderman,	Bethlehem, Pa.
John R. Fell,	Philadelphia, Pa.
Robert A. Lamberton,	Bethlehem, Pa.
John B. Garrett,	Philadelphia, Pa.

CAPITAL STOCK.

Amount stock,	$27,603,150		
Amount subscribed, scrip not yet converted,	5,495,950		
		$33,099,100	00
Amount now paid in, Common,	$27,496,850		
Common scrip,	5,351,770		
Special or preferred,	106,300		
		32,954,920	00
Number of shares issued,	552,063		
Amount paid in on each share issued,		50	00
Par value of each share,		50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due June 1, 1898, bear interest at 6 per cent., which is payable June 1 and December 1,) amount,	$5,000,000	00
Second mortgage bonds, (due September 1, 1910, bear interest at 7 per cent., which is payable March 1 and September 1,) amount,	6,000,000	00
Consolidated mortgage bonds, (due, $9,148,000, December 1, 1923; $3,686,000, annually until December 1, 1897, $852,000 perpetual; all bear interest at 6 per cent., which is payable June 1 and December 1,) amount,	13,686,000	00
Total amount of funded debt,	$24,686,000	00
Unfunded Debt.		
Total amount of unfunded debt, less cash on hand,	None.	
Total amount of funded and unfunded debt,	$24,686,000	00

Funded debt, as per last report,	$24,854,000	
Decrease,	168,000	
Unfunded debt, as per last report,	None.	
Stock,	$5,351,770	
Total cash realized from capital stock and debt, less decrease in funded debt,	168,000	
	$5,183,770	

COST.

Total cost of roads owned to date,	$23,883,974	02
Proportion of same for Pennsylvania,	$14,663,280	78
Total cost of equipment owned,	$12,942,580	65
Proportion of same for Pennsylvania,	12,942,580	65

CHARACTERISTICS OF ROAD.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Perth Amboy, N.J., to Wilkes-Barre, Pa.,		159.61	99.60
Length of single main track,		29.70	29.70
Length of second main track,		129.91	69.91
Branches.			
Beaver Meadow branch, from Penn Haven Junction to Audenreid and branches,	Length of road,	16.46	16.46
	Length of single track,	6.05	6.05
	Length of double track,	10.59	10.59
Hazleton branch, from Hazle Creek bridge to Tomhicken and branches,	Length of road,	33.05	33.05
	Length of single track,	24.12	24.12
	Length of double track,	8.93	8.93
Lehigh Luzerne branch, from Lumber Yard to Milnesville and branches,	Length of road,	18.98	18.98
	Length of single track,	17.65	17.65
	Length of double track,	1.33	1.33
Mahanoy branch, from Black Creek Junction to Mount Carmel and branches,	Length of road,	65.78	65.78
	Length of single track,	34.77	34.77
	Length of double track,	31.01	31.01
Clinton branch, from Landsdown, N. J., to Clinton, N. J.,	Length of road,	2.05	
	Length of single track,	2.05	
Flemington branch, from Flemington Junction, N. J., to Flemington, N.J.,	Length of road,	1.91	
	Length of single track,	1.91	
Paper-Mill branch, from Musconetcong N. J., to Warner paper-mill, N. J.,	Length of road,	1.95	
	Length of single track,	1.95	
Slatedale branch, from Slatington to Slatedale,	Length of road,	4.06	4.06
	Length of single track,	4.06	4.06
Bear Creek branch, from Bear Creek Junction to Meadow Run,	Length of road,	12.08	12.08
	Length of single track,	12.08	12.08
Leased Roads.			
Pennsylvania and New York canal and railroad, from Wilkes-Barre to Lackawanna Junction,	Length of road,	9.60	9.60
	Length of single track,	2.12	2.12
	Length of double track,	7.48	7.48
Summary.			
Length of main line,		159.61	99.60
Length of branches owned by the company,		156.50	150.59
Length of leased roads,		9.60	9.60
Length of second track,		181.77	121.77
Length of sidings and other tracks not above enumerated,		299.36	221.68
Length of all tracks,		806.84	603.24

Gauge.

Gauge of lines, ... 4 ft. 8½ inches.

Track.	Whole length in miles.	Length in Penn'a.
Miles of track laid with steel rail on lines owned, leased, or operated,	598.87	463.23
Miles of track laid with iron rail on lines owned, leased, or operated,	207.97	140.01

Weight of rail per yard, { Steel, . . 58, 65, 66, 67, and 76 lbs. yer yard. Iron, ... 58 and 66 lbs. per yard.

Telegraph Lines.

Length of lines in miles,	215.2
Length of lines in miles in Pennsylvania,	150.2
Number of miles of wire,	776.3
Number of miles of wire in Pennsylvania,	590.2

Bridges and Trestles.

Number of bridges and trestles on lines owned by the company,	60
Wooden bridges, number of, 15; aggregate length,	1,060 feet.
Stone bridges, number of, 6; aggregate length,	375 feet.
Iron bridges, number of, 35; aggregate length of,	5,860 feet.
Wooden and iron trestles, number of, 4; aggregate length,	1,132 feet.
Total length of bridges and trestles,	8,367 feet.

Crossings.

Railroads crossing, at grade, lines owned by the company in this Commonwealth: Branch of Lehigh and Susquehanna railroad, at Bethlehem; Catasauqua and Fogelsville railroad, at Catasauqua; Lehigh and Susquehanna railroad, at Penn Haven junction; Lehigh and Susquehanna railroad, at Sugar Notch; Lehigh and Susquehanna railroad, at South Wilkes-Barre; Lackawanna and Bloomsburg railroad, at Lackawanna junction.

Railroads crossing lines owned by the company, either over or under grade, in this Commonwealth: Branch of Lehigh and Susquehanna railroad, at Coplay; Lehigh and Susquehanna railroad, at East Mauch Chunk; Lehigh and Susquehanna railroad, at White Haven; Lehigh and Susquehanna railroad, at Bridge No. 28; Lehigh and Susquehanna railroad, at Fairview; Catawissa railroad, at Quakake.

Stations.

Number of stations on main line, passenger and freight, 69; in Pennsylvania,	49
Number of stations on branches, passenger and freight, 41; in Pennsylvania,	41
Number of stations on leased roads, passenger and freight, 5; in Pennsylvania,	5
Number of engine-houses and shops owned by the company, 11; in Pennsylvania,	10
Number of wood and water stations on main line, in Pennsylvania,	23
Number of wood and water stations on branches, in Pennsylvania,	20
Number of wood and water stations on leased roads, in Pennsylvania,	2
Number of tunnels on all lines owned by the company, in Pennsylvania,	2
Aggregate length of tunnels, in Pennsylvania,	3,412 feet.

Material of foundation upon which track is laid: Oak and chestnut crossties on stone, gravel, and cinder ballast.

Equipment.	Number.	Average cost of each.
Locomotives,	323	
Total passenger cars,	115	
Baggage, mail, and express cars,	54	
Freight cars, 8-wheel, 5,900		
Freight cars, 4-wheel, including coal, 33,870		
Total freight cars,	39,770	
Cars, roadway department, 8-wheel,	82	
Cars, roadway department, 4-wheel,	330	

Train-brake in use: Westinghouse automatic on all passenger trains; hand-brake on all other trains.

Average number of cars in passenger trains, including mail, express, and baggage cars, about,	5
Average number of cars in freight trains,	15 to 100
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	150
Average weight of freight trains, including locomotive and tender, in working order, in tons,	200 to 800

Employes.

Average number of persons regularly employed by company, including officials,	6,000
Same in Pennsylvania,	4,800

DOINGS OF THE YEAR.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	1,457,405
Number of miles run by freight trains,	1,669,082
Number of miles run by coal trains,	2,760,059
Number of passengers carried one mile,	35,294,518
Number of tons of freight carried one mile, including coal,	694,479,851.55
Gross amount of tonnage for the year, (2,000 pounds per ton,) including coal,	9,286,907.21
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20 to 25
Average rate of speed adopted by express trains, including stops, (miles per hour,)	35 to 40
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10 to 12

Amount of Freight, in Tons of 2,000 pounds.

Anthracite coal,	6,730,078.88	Stone,	86,456.04
Bituminous coal,	59,967.90	Live stock,	23,070.57
Petroleum and other oils,	246,299.61	Lumber,	162,411.17
Pig iron,	204,630 60	Other articles,	1,286,222.79
Railroad iron,	119,833.45		
Iron and other ores,	477,904.07	Total,	9,396,875.58

Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through and local freight, per ton per mile,	1.67 cents.

EARNINGS FOR THE YEAR.—From Transportation of Passengers.

Months.	Through.			Local.			Totals.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
December, 1883,	2,998			178,277½			181,275½		$62,831 02
January, 1884,	2,448½			138,226			140,674½		50,269 71
February, 1884,	1,958½			137,886½			139,845		52,427 78
March, 1884,	2,376½			157,189			159,565½		56,321 44
April, 1884,	3,045½			155,256			159,301½		60,793 61
May, 1884,	3,062			166,491½			169,553½		71,864 77
June, 1884,	3,817			183,921			187,738		66,531 15
July, 1884,	4,828			218,085			222,913		86,806 83
August, 1884,	4,211			251,461			225,672		91,833 76
September, 1884,	4,000			234,918½			238,918½		91,830 47
October, 1884,	3,476½			213,942			217,418½		80,627 65
November, 1884,	2,447½			184,743½			187,191		62,968 71
Total,	38,669			2,220,397½			2,259,066½		$835,106 90

The Rate of Fare for Passengers Charged for the Respective Classes per Mile.

For first-class through passengers, about two (2) cents; for first-class way passengers, about three (3) cents; for second-class through passengers, about two (2) cents.

From Transportation of Freight.

Months.	Coal.			Merchandise.			Totals.		
	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.
December, 1883,		$487,628 84			$134,387 00			$622,015 84	
January, 1884,		446,634 26			123,266 26			569,900 52	
February, 1884,		415,378 67			126,366 37			541,745 04	
March, 1884,		416,473 30			140,680 98			557,154 28	
April, 1884,		629,596 18			148,547 96			778,144 14	
May, 1884,		552,857 32			156,229 50			709,086 82	
June, 1884,		399,825 71			143,974 11			543,799 82	
July, 1884,		529,496 87			148,443 50			677,940 37	
August, 1884,		715,993 67			161,011 28			877,004 95	
September, 1884,		519,186 28			171,040 57			690,226 85	
October, 1884,		592,790 06			171,186 85			763,976 91	
November, 1884,		589,421 16			138,294 20			727,715 36	
Total,		$6,295,282 32			$1,763,428 58			$8,058,710 90	

From all other Sources.

MONTHS.	Mails.		Express.		Total.	
December, 1883,	$2,429	76	$2,175	82	$4,605	58
January, 1884,	2,429	76	1,271	05	3,700	81
February, 1884,	2,429	76	1,226	48	3,656	24
March, 1884,	2,429	76	1,248	96	3,678	72
April, 1884,	2,429	76	2,144	91	4,574	67
May, 1884,	2,429	76	2,256	48	4,686	24
June, 1884,	2,429	76	2,484	44	4,914	20
July, 1884,	2,429	76	2,568	17	4,997	93
August, 1884,	2,429	76	2,365	49	4,795	25
September, 1884,	2,432	40	2,608	73	5,041	13
October, 1884,	2,430	64	2,559	36	4,990	00
November, 1884,	2,430	64	2,317	94	4,748	58
Total,	$29,161	52	$25,227	83	$54,389	35

RECAPITULATION.

Total passenger earnings for the year,	$835,106	90
Total freight earnings for the year,	8,058,710	90
Total earnings from mails and express,	54,389	35

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE, AND EQUIPMENT DURING THE YEAR.

New passenger cars, number of, 10,	$11,754	24
New freight and coal cars, (8-wheel,) number of, 3,568,	1,548,146	13
New coal cars, (4-wheel,) number of, 3,100,	444,012	71
New floating equipment other than "steamboats,"	38,902	17
Total,	$2,072,815	25

EXPENDITURES FOR OPERATING DURING THE YEAR.

	Passenger.		Freight and Coal.		Total.	
Conducting Transportation.						
Advertising,	$4,751	90			$4,751	90
Agents and clerks,	14,047	94	$33,795	69	47,843	63
Baggage masters,	24,554	37			24,554	37
Brakemen,	20,077	65	389,277	74	409,355	39
Conductors and train agents,	28,267	23	52,939	50	81,206	73
Dispatchers,			10,724	05	10,724	05
Docks, dredging, and cleaning,					9,153	59
Incidentals, rents, terminal charges, line expenses, &c.,	9,257	75	127,938	79	137,196	54
Loss and damage,					26,823	38
Stationery and printing,	6,944	39	14,255	13	21,199	52
Stations, repairs of, and furniture for,					49,643	69
Teaming and freight,					3,880	12
Wharves and landings, repairs of,					68,141	47
Wrecks, clearing,					7,906	79
Total,					$902,381	17

Motive Power.						
Enginemen and firemen, passenger,	$60,145	43			$60,145	43
Enginemen and firemen, freight,			$368,420	28	368,420	28
Engine-houses and machine-shop, &c., repairs of,					57,269	08
Fuel for locomotives,					635,304	53
Laborers and others,			94,275	97	94,275	97
Locomotives, repairs of,					546,826	45
Tools and machinery, repairs of,					3,584	45
Water, wood, and coal stations, expenses and repairs of,					22,428	45
Total,					$1,788,254	64
Maintenance of Way & Buildings.						
Bridges, repairs of,					$62,515	66
Cars, repairs of, (in M. of W. service,)					23,760	48
Engineers and firemen,					33,937	28
Cross-ties,					115,083	75
Expenses on property,					96,117	47
Foremen and laborers, tool and watch-houses, repairs of,					414,641	29
Oil,					4,982	29
Rails, steel, and splices,					195,432	03
Spikes and hardware, &c.,					18,775	50
Taxes on real estate for road, &c.,					22,714	86
Telegraph, repairs of,					64,798	31
Tools and repairs of tools, switches, and frogs.					58,173	32
Track, repairing,					180,825	87
Watchmen,					92,786	49
Total,					$1,384,545	10
Maintenance of Cars.						
Car-shops and sheds, repairs of,					$25,685	55
Cars, repairs of freight, &c.,			$503,550	55	503,550	55
Cars, repairs of passenger, baggage, express, and postal,	$239,731	01			239,731	01
Tools and repairs of tools,					51,036	48
Total,					$820,003	59
General Expenses.						
Clerks,					$67,108	22
Fuel and light,					21,165	24
Incidentals and legal expenses,					43,615	73
Office expenses, repairs, and furniture,					29,693	37
Salaries of president and other officers,					178,087	40
Stationery and blanks,					11,218	33
Total,					$350,888	29

EARNINGS—Summary.

Passenger transportation, local,		Total,	$835,106	90
Passenger transportation, through,				
Freight transportation, local,		Total,	8,058,710	90
Freight transportation, through,				
Mail service,	$29,161 52	Total,	54,389	35
Express service,	25,227 83			
Miscellaneous,			1,238,144	13
Total,			$10,186,351	38

EXPENSES—Summary.

	Passenger.	Freight.	Total.	
Conducting transportation,			$902,381	17
Motive power,			1,788,254	64
Maintenance of way and buildings,			1,384,545	10
Maintenance of cars,			820,093	59
General expenses,			350,888	29
Total operating expenses,			$5,246,072	79
Expenditures charged to cost of road, real estate, and equipment, during the year,			2,072,815	25
Total expenditures during the year,			$7,318,883	04
Net earnings,			$4,940,278	49

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. Adams, in cars furnished by railroad company; Philadelphia and Reading, in cars furnished by themselves.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. Traders' Dispatch, Waverly line; Great Western Dispatch, South Shore line; Erie and Pacific Dispatch, Commercial Express, Empire line; American Refrigerator Transit Company, West Shore line; Swift & Co., Chicago Dressed Beef Refrigerator Company.

Do they use the cars of your company, or those furnished by themselves, and are their cars and freight given any preference in speed or order of transportation; and if so, in what particular? They use cars furnished by themselves, and their cars or their freight are not given any preference in speed or order of transportation.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor. No discriminations are made by our company in charges or facilities of transportation between transportation companies and individuals, nor in favor of either, by abatement, drawback, or otherwise.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? Our company does not make any preference in furnishing cars or motive power to persons desiring to ship freight over its road.

SLEEPING CARS.

Names of owners of sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates. "Pullman cars" are run on our road, we paying mileage

on them. Cars are owned and maintained by the "Pullman Company," who charge their regular rates in addition to regular passenger rates.

STOCK AND DIVIDENDS.

Amount of stock issued as stock divdends, and dates of issue, ... None.

Date and per cent. of all cash dividends on stock: January 15, 1884, common, 2 per cent.; preferred, 2½ per cent. April 15, 1884, common, 2 per cent.; preferred, 2½ per cent. July 15, 1884, common, 2 per cent.; preferred, 2½ per cent. October 15, 1884, common, 2 per cent.; preferred, 2½ per cent.

Paid in dividends, (cash, $2,210,378 00,) $2,210,378 00

ACCIDENTS TO PERSONS.

	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.						
Employés, ...	. . . .	. . .	22	20	22	20
Others, ...	. .	.	23	25	23	25
Total, ...	. . . .	. . . .	45	45	45	45

Lehigh and Lackawanna.

Year ending December 31, 1884.

Officers.	*Residences.*
F. C. Yarnall, President, ...	Overbrook, Pa.
S. Shepherd, Secretary and Treasurer, ...	Philadelphia, Pa.

General offices at Philadelphia, Pa.

Directors.	*Residences.*
Joseph S. Harris, ...	Philadelphia, Pa.
E. W. Clark, ...	Philadelphia, Pa.
Fisher Hazard, ...	Mauch Chunk, Pa.
Edward Lewis, ...	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bethlehem to Chapman's, ...	15	15
Branches.		
Wind Gap branch, from Chapman's to Wind Gap, ... Length of road,	10	10
Length of single track,	10	10

ASSETS.

Lehigh and Lackawanna railroad construction account,	$976,211	66
	$976,211	66

LIABILITIES.

Capital stock, 7,502 shares,	$375,100	00
First mortgage bonds, due 1907,	100,000	00
Second mortgage bonds, due 1907,	500,000	00
Due the Lehigh Coal and Navigation Company,	1,111	66
	$976,211	66

Lehigh and Susquehanna.

Year ending December 31, 1884.

Officers and directors same as the Lehigh Coal and Navigation Company. No separate organization or officers.

General offices at Philadelphia, Pa.

Lewisburg and Tyrone.

Year ending December 31, 1884.

Officers.	*Residences.*
J. N. DuBarry, President,	Philadelphia, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	*Residences.*
G. B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Eli Slifer,	Lewisburg, Pa.
James P. Coburn,	Aaronsburg, Pa.
S. C. Stewart,	Tyrone, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Tyrone to Fairbrook,		19.90	19.90
Length of main line, from Montandon to Oak Hall,		57.11	57.11
Length of single main track,		77.01	77.01
Branches.			
Scotia branch, from Fairbrook to Scotia,	Length of road,	5.26	5.26
	Length of single track,	5.26	5.26
Juniata branch, from Juniata junction to Juniata,	Length of road,	2.08	2.08
	Length of single track,	2.08	2.08

Ligonier Valley.

Year ending December 31, 1884.

Officers.	*Residences.*
S. H. Baker, President,	Latrobe, Pa.
R. M. Graham, Vice President,	Ligonier, Pa.
A. W. Mellon, Secretary and Treasurer,	Pittsburgh, Pa.
Hon. Thomas Mellon, General Solicitor,	Pittsburgh, Pa.
T. A. Mellon, Chief Engineer and General Manager,	Pittsburgh, Pa.
George Senft, General and Division Superintendent,	Ligonier, Pa.

Directors.	*Residences.*
R. M. Graham,	Ligonier, Pa.
N. M. Marker,	Ligonier, Pa.
W. H. Covode,	Ligonier, Pa.
W. D. McGowan,	Ligonier, Pa.
H. S. Denny,	Ligonier, Pa.
John Murdock,	Johnstown, Pa.
J. R. Mellon,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Latrobe to Ligonier,	10.50	10.50
Length of single main track,	10.50	10.50

ASSETS.

Construction, equipment, and real estate,	$205,918	81

LIABILITIES.

Capital stock,	$100,000	00
Mortgage payable,	43,484	62
Profit and loss,	50,910	75
Unfunded debt,	11,523	44
	$205,918	81

Littlestown.

Year ending November 30, 1884.

Officers.	*Residences.*
William McSherry, President,	Littlestown, Pa.
John S. Young, Vice President,	Hanover, Pa.
George Stonesifer, Secretary and Treasurer,	Littlestown, Pa.

General offices at Littlestown, Adams county, Pa.

Directors.	*Residences.*
Joseph L. Shorb,	Littlestown, Pa.
George Stonesifer,	Littlestown, Pa.
John S. Young,	Hanover, Pa.
George D. Klinefelter,	Hanover, Pa.
W. L. Small,	York, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Hanover, York county, Pa., to Pennsylvania and Maryland State line,	9½	9½
Length of single main track,	9½	9½

ASSETS.

Construction,	$115,616	00
Real estate,	2,000	00
	$117,616	00

LIABILITIES.

Capital stock,	$34,850	00
Bonded debt,	40,000	00
Floating debt,	16,639	10
Profit and loss,	26,126	90
	$117,616	00

Little Saw Mill Run.

Year ending December 31, 1884.

Officers.	*Residences.*
Jehu Haworth, President,	Pittsburgh, Pa.
C. S. Fetterman, Secretary,	Pittsburgh, Pa.
Jacob Henrici, Treasurer,	Economy, Pa.
C. S. Fetterman, General Solicitor,	Pittsburgh, Pa.
Thomas Hartley, General Manager,	Banksville, Pa.

Directors.	*Residences.*
Jacob Henrici,	Economy, Pa.
Jehu Haworth,	Pittsburgh, Pa.
Henry Hice,	Beaver, Pa.
John R. Neeld,	Banksville, Pa.
Edwin H. Stowe,	Allegheny City, Pa.
Casper Henning,	Economy, Pa.
George S. Carnahan,	Banksville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to Banksville,	3	3
Length of single main track,	3	3

ASSETS.

Real estate,	$61,891	32
Construction,	123,409	33
Equipment,	76,726	14
Car rent,	80,755	00
Pittsburgh, Chartiers and Youghiogheny River railroad stock,	50,000	00
Current accounts,	9,666	65
Cash,	2,907	22
	$405,355	66

LIABILITIES.

Capital stock,	$144,375	00
Mortgage bonds,	179,000	00
Profit and loss,	81,980	66
	$405,355	66

Little Schuylkill.

Year ending November 30, 1884.

Officers.	*Residences.*
Daniel R. Bennett, President,	Jenkintown, Pa.
Joseph Lapsley Wilson, Secretary and Treasurer,	Overbrook, Pa.

General offices at 410 Walnut street, Philadelphia.

Directors.	*Residences.*
*Joseph H. Trotter,	Philadelphia.
George W. Steever,	Philadelphia.
Charles D. Reed,	Philadelphia.
Carroll S. Tyson,	Philadelphia.
Henry Handy,	Philadelphia,
Thomas McKean,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Port Clinton to Tamanend, all single track,		28.2
Branches.		
Panther Creek branch, from Tamaqua to Greenwood, all single track,		1.5
Wabash Creek branch, from Tamaqua to Newkirk, all single track,		1.5
Leased Roads.		
East Mahanoy railroad, from East Mahanoy junction to Waste House run, all single track,		7.5

*Died September 10, 1884.

ASSETS.

Railroad and lands,	$2,406,043	75
Stocks and bonds,	98,706	60
Cash, &c.,	115,094	83
	$2,619,845	18

LIABILITIES.

Capital stock,	$2,487,850	00
Balances due, &c.,	10,321	62
Profit and loss,	121,673	56
	$2,619,845	18

Local Incline Plane.

Year ending December 31, 1884.

Officers.	*Residences.*
Henry Stamm, President,	Pittsburgh, S. S.
T. A. Noble, Secretary,	Pittsburgh.
F. Bausman, Treasurer,	Pittsburgh.

General offices at Pittsburgh, McClintock Block.

Directors.	*Residences.*
Henry Stamm,	Mount Oliver, Pa.
Herman Heinrich,	Thirty-first ward, Pittsburgh, Pa.
W. W. Knox,	Knoxville borough, Pa.
F. Bausman,	Knoxville borough, Pa.
Martin Hunter, esquire,	Pittsburgh, Pa.
T. A. Noble,	Baldwin township, Allegheny county, Pa.

Lykens Valley Railroad and Coal.

Year ending December 31, 1884.

Officers.	*Residences.*
William A. Nash, President,	Brooklyn, N. Y.
Frederick A. Platt, Secretary and Treasurer,	Brooklyn, N. Y.

General offices at 13 William street, New York.

Directors.	*Residences.*
Charles A. Thackston,	New York.
Edward Dunham,	Hastings-on-Hudson, N. Y.
Francis H. Tows,	New York.
William A. Nash,	Brooklyn, N. Y.
John W. Hoffman,	Philadelphia.
Frederick A. Platt,	Brooklyn N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Millersburg to Williamstown, ...	20	20
Branches.		
To Lykens Valley Coal and Short Mountain breaker branch, length of road, ...	¾	¾

ASSETS.

Construction account, ...	$569,739	62
Depot at Millersburg, ...	4,012	85
Locomotives, ...	17,000	00
Shop, engine-house, &c., ...	5,014	77
Cash, ...	10,669	27
	$606,436	51

LIABILITIES.

Capital stock, ...	$600,000	00
Profit and loss, ...	6,436	51
	$606,436	51

Martin's Creek and Stroudsburg.

Year ending December 31, 1884.

Officers.	*Residences.*
J. N. DuBarry, President, ...	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer, . . .	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors, elected January 14, 1884.	*Residences.*
R. D. Barclay, ...	Philadelphia, Pa.
John P. Green, ...	Philadelphia, Pa.
William A. Patton, ...	Philadelphia, Pa.
G. B. Roberts, ...	Philadelphia, Pa.
Frank Thomson, ...	Philadelphia, Pa.
N. P. Shortridge, ...	Wynnewood, Montgomery county, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from a point on the line dividing States of New Jersey and Pennsylvania, near Martin's creek, in Northampton county, Pa., to Stroudsburg, in Monroe county, Pa., .	40	40

McKean and Buffalo.

Year ending September 30, 1884.

Officers.	*Residences.*
Archer N. Martin, President,	New York.
Franklin S. Buell, Secretary and Treasurer,	Buffalo, N. Y.
George S. Gatchell, General Superintendent,	Buffalo, N. Y.
W. L. Doyle, Auditor,	Buffalo, N. Y.
Directors.	*Residences.*
Isaac N. Seligman,	New York.
Theodore Seligman,	New York.
Archer N. Martin,	New York.
E. A. Rollins,	Philadelphia.
H. M. Sill,	Philadelphia.
H. B. Tyler,	Philadelphia.
C. H. Clarke,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Larabee to Clermont,	22.15	22.15
Length of single main track,	22.15	22.15

Meadville and Linesville.

Eleven months ending December 31, 1884.

Officers.	*Residences.*
G. W. Delamater, President,	Meadville.
A. C. Huidekoper, Vice President,	Meadville.
H. L. Richmond, junior, Secretary,	Meadville.
V. M. Delamater, Treasurer,	Meadville.
H. L. Richmond, junior, General Solicitor,	Meadville.
John B. Peters, General Superintendent,	Meadville.
Directors.	*Residences.*
G. W. Delamater,	Meadville, Pa.
T. A. Delamater,	Meadville, Pa.
Lewis Walker,	Meadville, Pa.
A. C. Huidekoper,	Meadville, Pa.
W. S. McGunnegle,	Meadville, Pa.
D. S. Richmond,	Meadville, Pa.
H. L. Richmond, junior,	Meadville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Meadville to Linesville,	20.5	20.5

Mifflin and Centre County.

Year ending December 31, 1884.

Officers.	*Residences.*
J. N. DuBarry, President,	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors, elected February 19, 1884.	*Residences.*
Alexander Biddle,	Philadelphia, Pa.
George W. Elder,	Lewistown, Pa.
John P. Green,	Philadelphia, Pa.
Samuel Maclay,	Milroy, Pa.
James H. Mann,	Lewistown, Pa.
Wistar Morris,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood, Montgomery county, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.
(Vacancy.)	

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lewistown Junction to Milroy,	12.31	12.31
Length of single main track,	12.31	12.31
Leased Roads.		
Lewistown and Tuscarora bridge over Juniata river at Lewistown, Length of road,	0.12	0.12
Lewistown and Tuscarora bridge over Juniata river at Lewistown, Length of single track,	0.12	0.12

Mine Hill and Schuylkill Haven.

Year ending December 12, 1884.

Officers.	*Residences.*
William Biddle, President,	Germantown.
James G. McCollin, Secretary,	Philadelphia.
John W. Biddle, Treasurer,	Philadelphia.

Office, 220 South Fourth street, Philadelphia.

Directors.	*Residences.*
Frederick Fraley,	Philadelphia.
Samuel N. Bines,	Philadelphia.
John W. Biddle,	Philadelphia.

Benjamin H. Shoemaker, ... Philadelphia.
William Hacker, ... Philadelphia.
Alfred Jones, ... Philadelphia.
Josiah Jones, ... Philadelphia.
John M. George, ... Philadelphia.
James G. McCollin, ... Philadelphia.
Barclay R. Leeds, ... Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Schuylkill Haven to Locust Gap, . .	42½	42½
Length of second main track, ...	24	24

ASSETS.

Construction account, ...	$3,977,808	41
Contingent fund account, ...	42,100	61
Cash, ...	5,029	03
	$4,024,938	05

LIABILITIES.

Capital stock, ...	$4,022,500	00
Unpaid dividends, ...	2,435	00
Philadelphia and Reading Railroad Company, ...	3	05
	$4,024,938	05

Mill Creek and Mine Hill.

Year ending December 31, 1884.

Officers. *Residences.*

George deB. Keim, President, ... Philadelphia.
P. C. Hollis, Secretary and Treasurer, ... Philadelphia.

General offices at 407 Library street, Philadelphia.

Directors. *Residences.*

J. B. Lippincott, ... Philadelphia.
Henry Lewis, ... Philadelphia.
E. C. Knight, ... Philadelphia.
J. B. Altemus, ... Philadelphia.
A. Hewson, ... Philadelphia.
I. V. Williamson, ... Philadelphia.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Mill Creek Junction to New Castle,		3.80	3.80
Length of single main track,		3.80	3.80
Branches.			
North America branch, from Mill Creek to lower end of St. Clair,	Length of road,	.60	.60
	Length of single track,	.60	.60
Crow Hollow branch, from Mill Creek to Colliery No. 12,	Length of road,	1.30	1.30
	Length of single track,	1.30	1.30
Jones branch, from Mill Creek to Colliery, St. Clair,	Length of road,	1.07	1.07
	Length of single track,	1.07	1.07
Johns branch, from St. Clair to St. Clair,	Length of road,	.50	.50
	Length of single track,	.50	.50

ASSETS.

Railroad,	$321,632	02
Real estate,	1,412	98
Philadelphia and Reading rental tax,	17,308	44
Cash,	2,625	68
	$342,979	12

LIABILITIES.

Capital stock,	$323,375	00
Dividends unpaid,	43	75
State tax,	1,616	87
Revenue account,	17,943	50
	$342,979	12

Mont Alto.

Year ending December 31, 1884.

Officers.	*Residences.*
Thomas B. Kennedy, President,	Chambersburg, Pa.
Edward B. Wiestling, Secretary and Treasurer,	Mont Alto, Pa.
Kennedy & Stewart, General Solicitors,	Chambersburg, Pa.
George B. Wiestling, Chief Engineer, General Manager, and General Superintendent,	Mont Alto, Pa.

General offices at Mont Alto, Franklin county, Pa.

Directors.	*Residences.*
Thomas B. Kennedy,	Chambersburg, Pa.
George B. Wiestling,	Mont Alto, Pa.
John Stewart,	Chambersburg, Pa.
Chauncey Ives,	Chambersburg, Pa.
W. J. Barr,	Philadelphia, Pa.
E. P. Dwight,	Philadelphia, Pa.
D. O. Gehr, (since died,)	Chambersburg, Pa

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from junction with Cumberland Valley to Waynesboro', Pa.,	17.875	17.875

ASSETS.

In the re-organization of the company, incident to the extension of the road to Waynesboro', Pa., it was arranged that the cost of extension should not be at the expense of an increase of stocks or bonds, or other indebtedness; in other words, the line when done was to be inventoried at	$235,000	00
While the actual cost of the whole line, as far as completed, is $342,134 25, it is still represented by		
Stocks, $110,000		
Bonds, 125,000		
	$235,000	00

LIABILITIES.

Capital stock,	$110,000	00
Funded debt,	125,000	00
	$125,000	00

Montour.

Year ending December 31, 1884.

Officers.	*Residences.*
William McCreery, President,	Allegheny City, Pa.
W. M. Short, Secretary and Treasurer,	Pittsburgh, Pa.
W. B. Rodgers, General Solicitor,	Allegheny City, Pa.
C. A. Cooper, Chief Engineer,	Pittsburgh, Pa.
C. R. Brown, General Superintendent,	Imperial, Pa.

General offices at Imperial, Allegheny county, Pa.

Directors.	*Residences.*
William McCreery,	Allegheny City, Pa.
John A. Caughey,	Allegheny City, Pa.
W. B. Rodgers,	Allegheny City, Pa.
George A. Berry,	Pittsburgh, Pa.
W. C. Andrews,	New York, N. Y.
W. M. Short,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Ohio river to Imperial, Pa.,	11	11
Length of single main track,	11	11

Montrose.

Year ending November 30, 1884.

Officers.	*Residences.*
James I. Blakslee, President,	Mauch Chunk, Pa.
J. R. Raynsford, Secretary,	Montrose, Pa.
Asa P. Blakslee, Acting Treasurer,	Mauch Chunk, Pa.
William H. Jessup, General Solicitor,	Montrose, Pa.
Felix Anshart, Chief Engineer,	Tunkhannock, Pa.
T. G. Walter, Division Superintendent,	Tunkhannock, Pa.

Directors.	*Residences.*
Robert Klotz,	Mauch Chunk, Pa.
Charles O. Skeer,	Mauch Chunk, Pa.
S. D. Thomas,	Springville, Pa.
H. D. Sherman,	Springville, Pa.
C. M. Gere,	Montrose, Pa.
William J. Mulford,	Montrose, Pa.
Samuel H. Sayre,	Montrose, Pa.
John S. Tarbell,	Montrose, Pa.
Sylvanus Tyler,	Dimock, Pa.
B. F. Blakslee,	Lynn, Pa.
Paul Billings,	Tunkhannock, Pa.
C. D. Gearhart,	Tunkhannock, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Montrose to Tunkhannock,	28	28

ASSETS.

Construction,	$332,741	18
Equipment,	41,308	13
Ledger balance due from Lackawanna Valley Railroad Company,	2,339	06
Ledger balance due from W. H. Cooper's estate,	1,388	00
Cash on hand November 30, 1884,	4,013	36
	$381,789	73

LIABILITIES.

Capital stock, full paid,	$304,900	00
Capital stock, part paid,	2,465	85
Funded debt,	20,000	00
Profit and loss,	54,423	88
	$381,789	73

Monongahela Inclined Plane.

Year ending December 31, 1884.

Officers.	*Residences.*
Samuel Harper, President,	Pittsburgh, Pa.
John L. Awl, Secretary and Treasurer,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
William M. Lyon,	Pittsburgh, Pa.
Joseph M. Bailey,	Pittsburgh, Pa.
Withrow Douglass,	Pittsburgh, Pa.
John S. McMillin,	Pittsburgh, Pa.
George W. Beltzhoover,	Pittsburgh, Pa.
William Halpin,	Pittsburgh, Pa.
John L. Awl,	Pittsburgh, Pa.

Main Line.	Whole length in feet.	Length in Penn'a.
Length of passenger plane,	640	
Length of freight plane,	640	
Both double track.		

ASSETS.

Construction,	$211,158	20
Real estate,	26,503	23
Improvement,	5,234	44
Repair,	6,621	47
Cash,	3,158	29
	$252,675	63

LIABILITIES.

Capital stock,	$100,000	00
Funded debt,	100,000	00
Bills payable,	32,666	62
Surplus,	20,015	01
	$252,675	63

Mount Carbon and Port Carbon.

Year ending December 31, 1884.

Officers.	*Residences.*
George deB. Keim, President,	Philadelphia.
P. C. Hollis, Secretary and Treasurer,	Philadelphia.

General offices at 407 Library street, Philadelphia.

Directors.	*Residences.*
J. B. Lippincott,	Philadelphia.
Henry Lewis,	Philadelphia.
E. C. Knight,	Philadelphia.
J. B. Altemus,	Philadelphia.
A. Hewson,	Philadelphia.
I. V. Williamson,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Mount Carbon to Port Carbon,	2.50	2.50
Length of single main track,	None.	
Length of second main track,	2.50	2.50

ASSETS.

Railroad,	$261,186	30
Real estate,	21,629	15
Cash,	2,029	61
	$284,845	06

LIABILITIES.

Capital stock,	$282,350	00
State tax,	1,694	10
Unpaid dividends,	11	25
Revenue account,	789	71
	$284,845	06

Mt. Oliver Incline.

Year ending December 31, 1884.

Officers.	*Residences.*
C. J. Schultz, President,	Pittsburgh, S. S., Pa.
John P. Beech, Secretary and Treasurer,	Pittsburgh, Pa.

Directors.	*Residences.*
C. J. Shultz,	Pittsburgh, Pa.
John P. Beech,	Pittsburgh, Pa.
Joseph Keeling,	Pittsburgh, Pa.
Peter Habermann,	Pittsburgh, Pa.
John Nusser,	Pittsburgh, Pa.
Ferdinand Berry,	Pittsburgh, Pa.
Frederick Hampe,	Pittsburgh, Pa.

Main Line.	Whole length in feet.	Length in Penn'a.
Length of main line, from lower to upper station,	1,600	All

ASSETS.

To cost of plane,	$87,715	53
To cash on hand,	2,654	32
	$90,369	85

LIABILITIES.

By capital stock paid in,	$31,616	00
By bonds and mortgage,	45,000	00
By surplus fund,	13,753	85
	$90,369	85

Report for the Year Ending December 31, 1884.

To wages paid,	$4,978	15
To expenses and repairs,	17,524	61
To interest,	3,378	00
To dividend,	3,161	60
To bonds and mortgage,	200	00
To surplus fund,	981	64
	$30,224	00
By rents received,	$50	00
By earnings,	30,174	00
	$30,224	00

Mt. Pleasant and Broadford.

Year ending September 30, 1884.

Officers.	*Residences.*
J. B. Washington, President,	Pittsburgh, Pa.
Welty McCullogh, Secretary and Treasurer,	Greensburg, Pa.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
Robert Garrett,	Baltimore, Md.
Samuel Spencer,	Baltimore, Md.
Mendes Cohen,	Baltimore, Md.
Johns McCleave,	Pittsburgh, Pa.
Charles L. Fitzhugh,	Pittsburgh, Pa.
James B. Caven,	Pittsburgh, Pa.
William S. Bissell,	Pittsburgh, Pa.
H. S. Burgesser,	Pittsburgh, Pa.
John B. Jackson,	Pittsburgh, Pa.
James B. D. Meeds,	Pittsburgh, Pa.
A. R. Banning,	Connellsville, Pa.
O. P. Shupe,	Mt. Pleasant, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Broadford to Standard,	10	10
Length of single main track,	10	10

ASSETS.

Construction,	$201,669	69
Due from other corporations and individuals,	427,672	27
	$629,341	96

LIABILITIES.

Stock,	$150,500	00
Profit and loss,	478,841	96
	$629,341	96

Mt. Pleasant and Latrobe.

Year ending December 31, 1884.

Officers.	*Residences.*
H. C. Frick, President,	Pittsburgh, Pa.
G. B. Bosworth, Secretary,	Pittsburgh, Pa.
Walton Ferguson, Treasurer,	Pittsburgh, Pa.
W. F. McCook, General Solicitor,	Pittsburgh, Pa.

General offices at 104 Fifth avenue, Pittsburgh, Pa.

Directors.	*Residences.*
H. C. Frick,	Pittsburgh, Pa.
E. M. Ferguson,	Pittsburgh, Pa.
Walton Ferguson,	Pittsburgh, Pa.
W. F. McCook,	Pittsburgh, Pa.
Isaac S. VanVoorhis,	Pittsburgh, Pa.
G. B. Bosworth,	Pittsburgh, Pa.

New Brighton and New Castle.

Five months ending December 31, 1884.

Officers.	*Residences.*
Thomas D. Messler, President,	Pittsburgh, Pa.
S. B. Liggett, Secretary,	Pittsburgh, Pa.
John E. Davidson, Treasurer,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
Thomas D. Messler,	Pittsburgh, Pa.
J. N. McCullough,	Pittsburgh, Pa.
William Thaw,	Pittsburgh, Pa.
John W. Renner,	Pittsburgh, Pa.
William Mullins,	Pittsburgh, Pa.
William Stewart,	Pittsburgh, Pa.
J. J. Brooks,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Kenwood to Wampum Junction,	12.54	12.54
Length of single main track,	12.54	12.54

ASSETS.

Cost of road to December 31, 1884,	$570,399	04
Due by Pennsylvania company, lessee,	23,327	82
	$593,726	86

LIABILITIES.

Capital stock,	$250,000	00
Due Pennsylvania Company for cash advanced,	320,399	04
Surplus, to December 31, 1884,	23,327	82
	$593,726	86

Newry.

Year ending December 31, 1884.

Officers.	*Residences.*
Joseph Fichtner, President,	Newry, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors, elected January 14, 1884.	*Residences.*
J. N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Adam Hoover,	Newry, Pa.
Wistar Morris,	Philadelphia, Pa.
Alexander Knox,	Newry, Pa.
Francis McCoy,	Newry, Pa.
Henry McIntosh,	Newry, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood, Montgomery co., Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from junction New Portage railroad to Newry,	1	1
Length of single main track,	1	1

New Castle and Beaver Valley.

Year ending December, 1884.

Officers.	*Residences.*
A. L. Crawford, President,	New Castle, Pa.
J. A. Crawford, Secretary and Treasurer,	New Castle, Pa.

General offices at New Castle, Lawrence county, Pa.

Directors.	*Residences.*
William L. Scott,	Erie, Pa.
R. W. Cunningham,	New Castle, Pa.
William Patterson,	New Castle, Pa.
G. W. Crawford,	New Castle, Pa.
William Harbaugh,	Sewickley, Pa.
L. H. Meyer,	New York, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from New Castle to Homewood,	14.98	14.98
Length of single main track,	14.98	14.98

ASSETS.

Construction,	$873,164	49
Accounts receivable,	12,500	58
Cash in bank,	49,812	33
	$935,477	40

LIABILITIES.

Capital stock,	$700,000	00
Income under lease,	227,977	29
Accounts payable,	7,500	11
	$935,477	40

New Castle and Butler.

Year ending December 31, 1884.

Officers.	*Residences.*
O. H. P. Green, President,	New Castle, Lawrence co., Pa.
George W. Johnson, Secretary,	New Castle, Lawrence co., Pa.
M. S. Marquis, Treasurer,	New Castle, Lawrence co., Pa.

General offices at New Castle, Lawrence county, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Raney & Bergerfee to limestone quarries,	2	2

New Castle Railroad and Mining.

Year ending December 31, 1884

Officers.	*Residences.*
Joshua Rhodes, President,	Pittsburgh, Pa.
George Pearson, Vice President,	New Castle, Pa.
T. F. Stryker, Secretary and Treasurer,	New Castle, Pa.

General office at New Castle, Lawrence county, Pa.

Directors.	*Residences.*
Joshua Rhodes,	Pittsburgh, Pa.
George Pearson,	New Castle, Pa.
T. F. Stryker,	New Castle, Pa.
Frederick Pearson,	New Castle, Pa.
William Latshaw,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from New Castle to coal mines,	5½	5½
Length of single main track,	5½	5½

New Haven and Youghiogheny.

Year ending September 30, 1884.

Officers.	*Residences.*
Thomas M. King, President,	Pittsburgh, Pa.
J. B. Washington, Secretary,	Pittsburgh, Pa.
W. H. Ijams, Treasurer,	Baltimore, Md.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
J. B. Washington,	Pittsburgh, Pa.
Welty McCullogh,	Greensburg, Pa.
H. S. Burgesser,	Pittsburgh, Pa.
J. B. Caven,	Pittsburgh, Pa.
Johns McCleave,	Pittsburgh, Pa.
John D. Scully,	Pittsburgh, Pa.

New York, Chicago and St. Louis.

Year ending December 31, 1884.

Officers.	*Residences.*
William K. Vanderbilt, President,	New York, N. Y.
D. W. Caldwell, Vice President,	Cleveland, Ohio.
F. W. Vanderbilt, Secretary and Treasurer,	New York, N. Y.
Samuel E. Williamson, General Solicitor,	Cleveland, Ohio.
Lewis Williams, General Manager,	Cleveland, Ohio.
G. H. Kimball, Division Superintendent,	Cleveland, Ohio.
A. H. Evans, Division Superintendent,	Chicago, Illinois.

General offices at Cleveland, Ohio.

Directors.	*Residences.*
William K. Vanderbilt,	New York, N. Y.
Cornelius Vanderbilt,	New York, N. Y.
Chauncey M. Depew,	New York, N. Y.
J. H. Devereux,	Cleveland, Ohio.
Stevenson Burke,	Cleveland, Ohio.
D. W. Caldwell,	Cleveland, Ohio.
J. Tillinghast,	New York, N. Y.
H. McK. Twombley,	New York, N. Y.
W. C. Whitney,	New York, N. Y.
F. W. Vanderbilt,	New York, N. Y.
Anson Stager,	Chicago, Illinois.
J. H. Wade,	Cleveland, Ohio.
Charles Hickox,	Cleveland, Ohio.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Buffalo (Erie Junction) to Grand Crossing, Illinois,	512.52	43.98
Length of single main track,	506.28	43.98
Length of second main track,	6.24	
Use tracks of other companies, { In Buffalo,	1.60	
Use tracks of other companies, { From Grand Crossing to Chicago,	8.90	

ASSETS.

Cost of road, equipment, &c.,	$70,844,931	85
Securities of other companies,	35,754	44
Amount held by equipment bond trustees,	590,237	56
Material and fuel on hand,	100,786	91
Cash,	30,134	04
Cash in hands of Union Trust Company of New York,	447,070	00
Due by station-agents and conductors,	158,074	45
Due by other companies and individuals,	746,050	93
Due by United States Post Office Department,	5,962	57
Miscellaneous accounts,	16,427	80
Profit and loss,	1,302,456	83
	$74,277,887	38

LIABILITIES.

Capital stock,	$50,000,000	00
Funded debt,	20,046,000	00
Bills payable,	2,850,000	00
Accounts payable,	617,444	00
Due other companies,	106,637	26
Interest coupons, matured but not presented,	457,220	00
Interest on funded debt, accrued but not due,	165,920	00
Miscellaneous liabilities,	34,666	12
	$74,277,887	38

New York, Pennsylvania and Ohio.

Year ending September 30, 1884.

Officers.	*Residences.*
Jarvis M. Adams, President,	Cleveland, Ohio.
John Tod, Vice President,	Cleveland, Ohio.
Thomas Warnock, Secretary,	Cleveland, Ohio.
F. E. Rittman, Treasurer,	Cleveland, Ohio.
Adams & Russell, General Solicitors,	Cleveland, Ohio.

General offices at Cleveland, Ohio.

Directors.	*Residences.*
Jarvis M. Adams,	Cleveland, Ohio.
John Tod,	Cleveland, Ohio.
E R. Perkins,	Cleveland, Ohio.
S. L. Mather,	Cleveland, Ohio.
W. J. McKinnie,	Cleveland, Ohio.
J. M. Ferris,	Cleveland, Ohio.
C. C. Waite,	Cincinnati, Ohio.
W. W. Scarborough,	Cincinnati, Ohio.
S. M. Felton, junior,	Cleveland, Ohio.
W. W. MacFarland,	New York.
W. H. Upson,	Akron, Ohio.
H. B. Perkins,	Warren, Ohio.
George Boyce,	Sharon, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Salamanca, N. Y., to Dayton, Ohio,	388.036	92.420
Length of single main track,	388.036	92.420
Branches.		
Franklin branch, from junction near Meadville, to Oil City, Pa., length of single track,	33.780	33.780
Silver Creek Branch, from near Wadsworth to Silver Creek, Ohio, length of single track,	2.650	

Leased Roads.		
Cleveland and Mahoning railroad, from Cleveland to State line of Pennsylvania, length of single track,	80.810	
Niles and New Lisbon railway, from Niles to ore mines south of New Lisbon, Ohio, length of single track,	36.053	
Liberty and Vienna railroad, from junction with C. & M. R., to Vienna, Ohio, length of single track,	8.033	
Westerman railroad, from State line of Pennsylvania to Sharon, Pa., length of single track,	2.092	2.092
Sharon railway, from Middlesex to New York, Pennsylvania and Ohio main line, length of single track,	14.578	14.578
Youngstown and Austintown railroad, from Youngstown to Leadville coal mines, length of single track,	3.870	

ASSETS.

Cost of property purchased,	$139,854,709	92
New construction,	482,491	05
Additions,	348,954	15
Stock of Sharon railway,	177,395	00
Capital in Mansfield stock yards,	400	00
Cash on hand,	5,443	47
Due by companies and individuals,	785,610	40
	$141,655,003	99

LIABILITIES.

Common stock,	$34,999,350	00
Preferred stock,	10,000,000	00
Prior lien bonds,	8,000,000	00
First mortgage bonds,	41,457,000	00
Second mortgage bonds,	14,500,000	00
Third mortgage bonds,	30,000,000	00
Deferred warrants,	1,498,920	00
Special fund for additions,	348,954	15
Unfunded debt,	664,978	30
Surplus,	185,801	54
	$141,655,003	99

New York, Lake Erie and Western Coal.

Year ending December 31, 1884.

Officers.	*Residences.*
J. K. P. Hall, President,	Ridgway, Pa.
Augustus R. Macdonough, Secretary,	New York city.
Edward White, Treasurer,	Brooklyn, N. Y.
William B. Coffin, Division Superintendent,	Hornellsville, N. Y.

General offices at Scranton, Pa.

Directors.	*Residences.*
J. K. P. Hall,	Ridgway, Pa.
E. K. Kane,	Kane, Pa.
Harry G. Clay,	Philadelphia, Pa.
J. Lowber Welsh,	Philadelphia, Pa.
E. S. Bowen,	New York city.
John King,	New York city.
A. R. Macdonough,	New York city.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Crawford junction to Johnsonburg,		29.92	29.92
Length of single main track,		29.92	29.92
Branches.			
Alton Loop branch, from Alton to Riderville,	Length of road,	1.12	1.12
	Length of single track,	1.12	1.12
Bucktail branch, from Rasselas to Bucktail mines,	Length of road,	2.38	2.38
	Length of single track,	2.38	2.38
Toby branch, from Brockwayville to Toby mines,	Length of road,	12.65	12.65
	Length of single track,	12.65	12.65
Dagus branch, from Dagus mines to Daguscahonda,	Length of road,	5.09	5.09
	Length of single track,	5.09	5.09

ASSETS.

Cost of road,	$1,961,947	67
Real estate,	511,390	31
Roberts lot spur,	8,679	08
New York, Lake Erie and Western Railroad Company advances,	1,104,928	90
North-Western Mining and Exchange Company,	80,493	59
Cash on hand December 31, 1884,	4,818	27
Rochester and Pittsburgh Railroad Company,	24,900	00
Profit and loss,	144,337	59
	$3,841,495	41

LIABILITIES.

Capital stock,	$500,000	00
Mortgage bonds,	3,000,000	00
Mortgages on real estate,	89,213	56
Vouchers audited,	7,709	71
Unclaimed wages,	605	06
Accrued interest on funded debt,	37,500	00
Accrued interest on mortgages—real estate,	16,372	60
Pennsylvania Railroad Company,	175	69
Bills payable,	941	12
New York, Lake Erie and Western Railroad Company—general account,	188,977	67
	$3,841,495	41

New York, Ridgway and Pittsburgh.

Year ending December 31, 1884.

Officers.	*Residences.*
C. R. Earley, President,	Ridgway, Pa.
L. Rogers, Secretary,	Smethport, Pa.
J. H. Kershaw, Treasurer,	Philadelphia, Pa.
Lucore & Earley, General Solicitors,	Ridgway, Pa.
John Morgan, Chief Engineer,	Ridgway, Pa.
S. A. Rate, Assistant Secretary,	Ridgway, Pa.

General offices at 58 South Third street, Philadelphia, Pa.

Directors.	*Residences.*
C. R. Earley,	Ridgway, Pa.
A. G. Curtin,	Bellefonte, Pa.
William M. Stewart,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
J. H. Kershaw,	Philadelphia, Pa.
George Bull,	Philadelphia, Pa.
L. Rogers,	Smethport, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from State Line New York and Pennsylvania to connection with low-grade division Allegheny Valley railroad, surveyed, &c.,	80	80
Branches.		
Clarion River branch, surveyed, &c., length of road,	20	20
Toby branch, length of road,	10	10

New York, Pittsburgh and Chicago.

Year ending December 31, 1884.

Officers.	*Residences.*
James S. Negley, President,	Pittsburgh, Pa.
Thomas P. Simpson, Vice President,	New York city, N. Y.
James S. Negley, junior, Secretary,	Pittsburgh, Pa.
William N. Riddle, Treasurer,	Pittsburgh, Pa.
George W. Dixon, Superintendent,	New Galilee, Pa.

General offices at Pittsburgh, Allegheny county, Pa.

Directors.	*Residences.*
W. S. Gurnee,	New York city, N. Y.
H. T. Hanna,	Pittsburgh, Pa.
H. E. Collins,	Pittsburgh, Pa.
D. W. C. Carroll,	Pittsburgh, Pa.
William E. Schmertz,	Pittsburgh, Pa.
William N. Riddle,	Pittsburgh, Pa.
I. F. Mansfield,	Cannelton, Pa.
James S. Negley, junior,	Pittsburgh, Pa.
Henry Cassell,	Fredericktown, Ohio.
Hon. James S. Robinson,	Kenton, Ohio.
Thomas P. Simpson,	New York city, N. Y.
Charles Siedler,	New York city, N. Y.
D. Lord, junior,	New York city, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Cannelton junction, Pa., to Rogersville, Ohio,	10	4

New York, Lake Erie and Western.

Year ending September 30, 1884.

Officers.	*Official Address.*
Hugh J. Jewett, President,	P. O. Box 839, New York city.
George R. Blanchard, Vice President,	P. O. Box 839, New York city.
Edmund S. Bowen, Vice President,	P. O. Box 839, New York city.
Augustus R. Macdonough, Secretary,	P. O. Box 839, New York city.
Bird W. Spencer, Treasurer,	P. O. Box 839, New York city.
Stephen Little, Comptroller,	P. O. Box 839, New York city.
Benjamin Thomas, General Superintendent,	P. O. Box 839, New York city.

Directors.	*Residences.*
Charles Dana,	105 East Eighteenth street.
F. N. Drake,	Corning, New York.
Harrison Durkee,	714 Fifth avenue.
R. Suydam Grant,	11 Gramercy Park.
James J. Goodwin,	45 West Thirty-fourth street.
Solomon S. Guthrie,	Buffalo, New York.
Hugh J. Jewett,	289 Madison avenue.
John Taylor Johnson,	8 Fifth avenue.
Cortland Parker,	Newark, New Jersey.
John Frederick Pierson,	318 Madison avenue.
Homer Ramsdell,	Newburgh, New York.
Jacob H. Schiff,	35 West Fifty-seventh street.
William L. Strong,	25 West Thirtieth street.
J. Lowber Welsh,	Philadelphia, Pa.

CHARACTERISTICS OF ROAD.

	Length in miles in this State.*	Length in miles out of this State.†	Total length in miles.
Main line of road, from Jersey City, New Jersey, to Dunkirk, New York,	387.792	72.237	460.029
Main line laid,	387.792	72.237	460.029
Branches owned, (built,)	96.548		96,548
Lines leased, (built) or operated,	343.892	128.557	472.449
Total main line (laid,) branches owned, and lines leased or operated,	828.232	200.794	1,029.026
Second track on main line,	265.889	69.975	335.864
Second track on branches owned, or lines leased or operated,	95.353	14.660	110.013
Total second track,	361.242	84.635	445.877
Third track on main line, reduced to single track,	220.133	38.080	258.2 3
Third rail on branches owned, or on lines leased or operated, reduced to single track,		24.078	24.078
Total third and fourth tracks,	220.133	62.158	282.291
Sidings and turnouts on main line,	202.656	97.598	300.254
Sidings and turnouts on branches owned and on lines leased or operated,	184.245	73.081	257.326
Total sidings,	386.901	170.679	557.580
Aggregate of all tracks on main line, branches owned, and lines leased or operated, including all sidings and turnouts, being the aggregate of items 32, 35, 38½, and 41,	1,796.508	518.266	2,314.774

* New York. † In New Jersey and Pennsylvania.

CONDENSED BALANCE SHEET, SEPTEMBER 30, 1883, AND SEPTEMBER 30, 1884.

DR.

ACCOUNTS.	1883.	1884.	Increase.	Decrease.
Construction, main line,	$4,737,102 46	$4,848,967 44	$111,864 98	
Third rail,	1,178,448 89	1,191,090 85	12,641 96	
Equipment,	2,315,190 29	4,058,720 94	1,743,530 65	
Real estate,	612,499 12	583,261 62		$29,237 50
Construction, branch lines,	443,258 48	560,521 34	117,262 86	
New York, Pennsylvania and Ohio Railroad Company, construction,	46,749 05			46,749 05
Elevator at Buffalo,	211,367 16	305,992 80	94,625 64	
Ship basin and docks, Jersey City,	214,538 77	214,538 77		
Lehigh docks, Buffalo,	126,713 72	137,963 72	11,250 00	
Weehawken docks, construction,	40,503 19	40,503 19		
Erie coal docks, Buffalo,	153,344 52	158,344 52	5,000 00	
New York and Fort Lee railroad,	25,346 45	25,346 45		
Improvements at Union stock-yards, Fortieth street, New York city,	31,565 92	31,565 92		
Flagg's railway gate.	3,500 00	3,500 00		
New York, Pennsylvania and Ohio Railroad Company, for permanent improvements under the lease		93,229 05	93,229 05	
Amounts paid on account of equipment,	3,800,306 17	3,532,347 50		267,958 67
Stocks of other companies,	2,909,652 16	2,985,315 49	75,663 33	
Bonds of other companies.	293,819 60	293,819 60		
Amounts due by agents, other companies, and individuals on current accounts,	3,284,783 77	2,688,053 63		596,730 14
New York, Lake Erie and Western Coal and Railroad Company, advances,	1,724,547 48	1,916,998 81	192,451 33	
New York, Lake Erie and Western Docks and Improvement Company, advances,	427,623 59	434,649 28	7,025 69	
Chicago and Atlantic Railway Company, advances,	1,254,249 76	619,136 58		635,113 18
Chicago and Atlantic Railway Company, for its notes indorsed by this company.		1,066,225 93	1,066,225 93	
Advances to other companies,	1,014,068 00	1,174,243 90	160,175 90	
Materials and supplies on hand at shops and on road,	1,596,228 93	897,898 72		698,330 21
Cash on hand,	322,459 57	340,485 28	18,025 71	
Cash in London to pay coupons,	10,900 20	14,630 54	3,730 34	
Bills receivable,	34,666 69	59,647 08	24,980 39	
Marine National Bank,		150,993 62	150,993 62	
Discount on common stock,	269,675 00	269,675 00		
Discount on bonds,	476,163 10	476,163 10		

CONDENSED BALANCE SHEET—*Continued.*

DR.

ACCOUNTS.	1883.	1884.	Increase.	Decrease.
Commissions and expenses extending New York and Erie railroad, third mortgage bonds,	$218,340 00	$194,080 00		$24,260 00
The estate of the Erie Railway Company,	150,311,883 15	150,447,676 15	$135,793 00	
	$178,089,495 19	$179,815,586 82	$1,726,091 63	

CR.

Common stock issued at this date,	$77,150,600 00	$77,192,100 00	$41,500 00	
Preferred stock issued at this date,	8,134,800 00	8,140,800 00	6,000 00	
Funded debt,	75,267,136 90	75,268,485 10	1,348 20	
Loans payable,	534,000 00	2,255,532 94	1,721,532 94	
Bills payable,	173,634 22	1,053,418 05	879,783 83	
Interest on funded debt, (due and accrued,)	1,292,002 17	2,288,961 25	996,959 08	
Preferred stock, dividend No. 1,	4,308 00	4,098 00		$210 00
Preferred stock, dividend No. 2,	216 00	6 00		210 00
Preferred stock, dividend No. 3,		3,834 00	3,834 00	
Rentals of leased lines, etc.,	409,850 60	410,846 18	995 58	
New York, Pennsylvania and Ohio Railroad Company, rent,	632,165 99	327,604 81		304,561 18
Amounts due to other companies and individuals on current accounts:				
Pay-rolls, including September pay-rolls,	939,583 85	895,852 84		43,731 01
Audited vouchers for supplies, etc., including September vouchers,	1,810,304 18	1,918,503 34	108,199 16	
Traffic balances, etc.,	1,018,520 49	617,155 64		401,364 85
Sundries,	217,567 02	150,894 33		66,672 69
Assessments on the common stock of the Erie Railway Company, ($4 per share.)	2,791,224 00	2,791,224 00		
Assessments on the preferred stock of the Erie Railway Company, ($2 per share.)	116,490 00	116,490 00		
Interest on assessments received on stock of the Erie Railway Company, and interest and profits on investments, sterling exchange, etc.,	376,737 47	376,737 47		
Sinking fund, re-organization first-lien bonds,	100,000 00	100,000 00		
Profit and loss,	7,120,354 30	5,903,042 87		1,217,311 43
	$178,089,495 19	$179,815,586 82	$1,726,091 63	

New York, Susquehanna and Western.

Year ending December 31, 1884.

The road extends from Jersey City, New Jersey, to Gravel Place, Pennsylvania, a distance of 101.3 miles, with a branch from Two Bridges, 54 miles from New York, to Unionville, a distance of 20.5 miles; also a branch from Columbia Junction, 91.6 miles from New York, to Delaware, New Jersey, a distance of 3.1 miles; also, branches in Lackawanna Valley, Pennsylvania, to coal mines, a distance of 8 4 miles; also branch from main line to Paterson City, a distance of .75, making in all a distance of 134.05 miles.

Nesquehoning Valley.

Year ending December 31, 1884.

Officers.	*Residences.*
J. B. Moorhead, President,	Philadelphia.
C. F. Howell, Secretary and Treasurer,	Philadelphia.

General offices at Philadelphia, Pa.

Directors.	*Residences.*
F. R. Cope,	Philadelphia.
W. G. Moorhead,	Philadelphia.
W. P. Cresson,	Philadelphia.
I. V. Williamson,	Philadelphia.
W. C. Ludwig,	Philadelphia.
George Whitney,	Philadelphia.
Joseph S. Harris,	Philadelphia.
E. W. Clark,	Philadelphia.
P. C. Garrett,	Philadelphia.
T. C. Henry,	Philadelphia.
F. C. Yarnall,	Overbrook, Pa.
Edward Lewis,	Philadelphia.

ASSETS.

Construction account,	$1,402,247	45
Cash,	634	11
	$1,402,881	56

LIABILITIES.

Capital stock, 26,000 shares,	$1,300,000	00
Dividends unpaid,	764	00
Due the Lehigh Coal and Navigation Company,	102,117	56
	$1,402,881	56

Nittany Valley and Southern.

Year ending December 31, 1884.

Officers.	*Residences.*
William A. Wallace, President,	Clearfield, Pa.
Edward Herrick, Secretary,	Lock Haven, Pa.
S. R. Peale, Treasurer,	Lock Haven, Pa.
Directors.	*Residences.*
S. R. Peale,	Lock Haven, Pa.
Frank McLaughlin,	Philadelphia, Pa.
John Hickey,	Philadelphia, Pa.
R. R. Peale,	Lock Haven, Pa.
W. H. Brown,	Lock Haven, Pa.
Thomas Yardley,	Lock Haven, Pa.
W. W. Morrison,	Lock Haven, Pa.
Edward Herrick,	Lock Haven, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bellefonte to Mill Hall,	25	25

Northern Central.

Year ending December 31, 1884.

Officers.	*Residences.*
George B. Roberts, President,	Philadelphia, Pa.
Frank Thomson, Vice President,	Philadelphia, Pa.
Stephen W. White, Secretary,	Philadelphia, Pa.
John S. Leib, Treasurer,	Baltimore, Md.
John Scott, General Solicitor,	Philadelphia, Pa.
William H. Brown, Chief Engineer,	Philadelphia, Pa.
Charles E. Pugh, General Manager,	Philadelphia, Pa.
Robert Neilson, General Superintendent,	Williamsport, Pa.
H. W. Kapp, Division Superintendent,	Baltimore, Md.
E. B. Westfall, Division Superintendent,	Williamsport, Pa.
Alfred Walter, Division Superintendent,	Sunbury, Pa.
Spencer Meade, Division Superintendent,	Elmira, N. Y.
Directors.	*Residences.*
A. J. Cassatt,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Samuel C. Huey,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
George Small,	Baltimore, Md.
B. F. Newcomer,	Baltimore, Md.
Henry James,	Baltimore, Md.
J. N. Hutchinson,	Philadelphia, Pa.
Dell Noblit,	Philadelphia, Pa.
Harry Walters,	Baltimore, Md.
Henry Gilbert,	Harrisburg, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Baltimore, Md., to Sunbury, Pa.,		136.82	101.20
Length of single main track,		136.82	101.20
Length of second main track,		82.49	46.87
Branches.			
Green Spring branch, from Hollins, Md., to Green Spring Junction, Md.,	Length of road,	8.59	None.
	Length of single track,	8.59	None.
Sodus Bay and Southern railroad branch, from Stanley, N. Y., to Sodus Point, N. Y.,	Length of road,	34.08	None.
	Length of single track,	34.08	None.
Leased and Operated Roads.			
Shamokin Valley and Pottsville railroad, from Sunbury, Pa., to Mt. Carmel, Pa.,	Length of road,	27.30	27.30
	Length of single track,	27.30	27.30
Rockville Branch railroad, from Dauphin, Pa., to Rockville, Pa.,	Length of road,	2.83	2.83
	Length of single track,	.94	.94
	Length of double track,	1.89	1.89
Elmira and Williamsport railroad, from Williamsport, Pa., to Elmira, N. Y.,	Length of road,	75.50	69.00
	Length of single track,	75.50	69.00
Union railroad, (operated,) from North street, Baltimore, Md., to Bay View Junction, Md.,	Length of road,	8.64	None.
	Length of double track,	8.64	None.
Summit Branch railroad, (operated) from Millersburg, Pa., to Williamstown, Pa.,	Length of road,	19.70	19.70
	Length of single track,	19.70	19.70
Chemung railroad, (operated,) from Elmira, N. Y., to Watkins, N. Y.,	Length of road,	17.40	None.
	Length of single track,	17.40	None.
Elmira, Jefferson and Canandaigua railroad, (operated,) from Watkins, N. Y., to Canandaigua, N. Y.,	Length of road,	46.60	None.
	Length of single track,	46.60	None.

ASSETS.

Railway and appurtenances,	$12,180,504 99		
Real estate,	1,684,252 19		
		$13,864,757	18
Equipment,		4,196,107	35
Mortgages and ground-rents receivable,		9,752	33
Stock of Chemung and Elmira, Jefferson and Canandaigua Railroad Companies, at cost,		3,048,680	82
Materials and supplies on hand,		340,458	92
Cash deposited in banks,		699,556	09
Due from agents,		53,685	46
Due from connecting roads, &c.,		393,776	44
Bonds and stocks,		1,521,124	52
Trustees of sinking fund,		550,792	26
Depreciation fund for coal lands of Shamokin Valley and Pottsville Railroad Company,		154,980	00
		$24,833,671	37

LIABILITIES.

Capital stock, 130,000 shares,		$6,500,000	00
Mortgage to State of Maryland, to secure annuity of $90,000, irredeemable,		1,500,000	00
Mortgage sinking fund 6 per cent. coupon bonds, due July 1, 1885,		1,490,000	00
Mortgage 6 per cent. coupon bonds, due April 1, 1900,		1,126,000	00
Mortgage 6 per cent. gold bonds, due July 1, 1900: Coupons, $2,599,000; registered, $205,000,		2,804,000	00
Consolidated general mortgage 6 per cent. gold coupon bonds, due July 1, 1904:			
Series A and B (dollar or sterling) sinking fund,	$2,505,000		
Series C,	1,000,000		
Million loan, (series D,)	987,000		
		4,492,000	00

Second general mortgage 5 per cent. coupon bonds, due January 1, 1926:			
Series A,	$2,841,000		
Series B,	1,000,000		
		$3,841,000	00
Mortgages and ground-rents payable,		433,820	67
Dividend payable January 15, 1885,		260,000	00
Interest and rentals accrued,		422,156	25
Vouchers and pay-rolls for December,		397,668	20
Other liabilities,		185,337	30
Depreciation fund for coal lands of Shamokin Valley and Pottsville Railroad Company,		186,478	56
Profit and loss account, (surplus,)		1,195,210	39
		$24,833,671	37

North and West Branch.

Year ending December 31, 1884.

Officers.	*Residences.*
D. J. Waller, President,	Bloomsburg, Pa.
J. N. DuBarry, Vice President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
Taber Ashton, Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia.

Directors.	*Residences.*
C. R. Buckalew,	Bloomsburg, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
William Neal,	Bloomsburg, Pa.
Henry W. Palmer,	Wilkes-Barre, Pa.
Charles Parrish,	Wilkes-Barre, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. Parker Shortridge,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Catawissa to Wilkes-Barre,	43.00	43.00
Length of single main track,	43.00	43.00
Branches.		
Newport branch, from Nanticoke to Glenlyon, Length of road,	4 69	4.69
Glenlyon, Length of single track,	4.69	4.69

North-East Pennsylvania.

Year ending October 31, 1884.

Officers.	*Residences.*
Joshua Comly, President,	Philadelphia, Pa.
John S. Wise, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 407 Walnut street, Philadelphia.

Directors.	*Residences.*
John Jordan, junior,	Philadelphia, Pa.
William C. Ludwig,	Philadelphia, Pa.
Edward C. Knight,	Philadelphia, Pa.
Alfred Hunt,	Bethlehem, Pa.
James H. Stevenson,	Philadelphia, Pa.
Richard J. Dobbins,	Philadelphia, Pa.
Charles A. Sparks,	Philadelphia, Pa.
Franklin A. Comly,	Philadelphia, Pa.
Thomas P. Stotesbury,	Philadelphia, Pa.
G. J. Mitchell,	Hatboro', Montgomery county, Pa.
Isaac Warner, junior,	Hatboro', Montgomery county, Pa.
I. Newton Evans,	Hatboro', Montgomery county, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Abington to Hatsville,	9.8	9.8
Length of single main track,	9.8	9.8

North Pennsylvania.

Year ending October 31, 1884.

Officers.	*Residences.*
Franklin A. Comly, President,	Philadelphia, Pa.
John S. Wise, Secretary and Treasurer,	Philadelphia, Pa.
William Rotch Wister, General Solicitor,	Philadelphia, Pa.

General offices at 407 Walnut street, Philadelphia.

Directors.	*Residences.*
John Jordan, junior,	Philadelphia, Pa.
William C. Ludwig,	Philadelphia, Pa.
Edward C. Knight,	Philadelphia, Pa.
Alfred Hunt,	Bethlehem, Pa.
Ario Pardee,	Hazleton, Pa.
James H. Stevenson,	Philadelphia, Pa.
Richard J. Dobbins,	Philadelphia, Pa.
Charles A. Sparks,	Philadelphia, Pa.

Edwin H. Fitler, ... Philadelphia, Pa.
Thomas P. Stotesbury, ... Philadelphia, Pa.
Thomas Cochran, ... Philadelphia, Pa.
Thomas McKean, ... Philadelphia, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Philadelphia, Willow street, to Bethlehem, Pa.,		55.6	55.6
Length of single main track,		29.3	29.3
Length of second main track,		26.3	26.3
Branches.			
Delaware River branch, from Jenkintown to middle of Delaware river, near Yardley,	Length of road,	20.5	20.5
	Length of double track,	20.5	20.5
Doylestown branch, from Lansdale to Doylestown,	Length of road,	10.3	10.3
	Length of single track,	10.3	10.3
Shimersville (out of use) branch,	Length of road,	1.8	1.8
	Length of single track,	1.8	1.8

Oil City and Ridgway Railway and Mining.

Year ending December 31, 1884.

Officers.	*Residences.*
J. W. Jones, President,	Philadelphia, Pa.
J. R. Trimble, Secretary and Treasurer,	Philadelphia, Pa.
Ensign Bennett, General Manager,	Buffalo, N. Y.

General offices at 242 South Third street, Philadelphia, Pa.

Directors.	*Residences.*
C. H. Clark,	Philadelphia, Pa.
E. A. Rollins,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
A. N. Martin,	New York, N. Y.
C. H. Allen,	New York, N. Y.
J. R. Trimble,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from South Oil City to Cranberry mines,	6	6
Length of single main track,	6	6

Olean, Bradford and Warren.

Year ending September 30, 1884.

Officers.	*Residences.*
J. W. Jones, President,	Philadelphia, Pa.
Franklin S. Buell, Secretary and Treasurer,	Buffalo, N. Y.
George S. Gatchell, General Superintendent,	Buffalo, N. Y.
C. E. Kimball, Assistant Secretary,	New York, N. Y.
W. L. Doyle, Auditor,	Buffalo, N. Y.
Directors.	*Residences.*
J. W. Jones,	Philadelphia, Pa.
Isaac V. Seligman,	New York, N. Y.
T. W. Seligman,	New York, N. Y.
C. H. Clark,	Philadelphia, Pa.
H. B. Tyler,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
C. S. Cary,	Olean, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from New York State line to Bradford, Pa.,	10.43	10.43

Pennsylvania.

Year ending December 31, 1884.

Officers.	*Residences.*
G. B. Roberts, President,	Philadelphia, Pa.
Edmund Smith, First Vice President,	Philadelphia, Pa.
Frank Thomson, Second Vice President,	Philadelphia, Pa.
J. N. DuBarry, Third Vice President,	Philadelphia, Pa.
John P. Green, Fourth Vice President,	Philadelphia, Pa.
John C. Sims, junior, Secretary,	Philadelphia, Pa.
John D. Taylor, Treasurer,	Philadelphia, Pa.
John Scott, General Solicitor,	Philadelphia, Pa.
William H. Brown, Chief Engineer,	Philadelphia, Pa.
Charles E. Pugh, General Manager,	Philadelphia, Pa.
S. M. Prevost, General Superintendent,	Altoona, Pa.
Thomas Gucker, Division Superintendent,	Philadelphia, Pa.
O. E. McClellan, Division Superintendent,	Harrisburg, Pa.
Robert Pitcairn, Division Superintendent,	Pittsburgh, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	*Residences.*
George B. Roberts,	233 South Fourth street, Philadelphia, Pa.
Wistar Morris,	209 South Third street, Philadelphia, Pa.
Alexander M. Fox,	2453 Frankford avenue, Philadelphia, Pa.
Alexander Biddle,	1307 Walnut street, Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood, Montgomery county, Pa.
N. B. Cummins,	Girard National Bank, Philadelphia, Pa.
Henry D. Welsh,	524 Marshall street, Philadelphia, Pa.
John Price Wetherill,	430 Walnut street, Philadelphia, Pa.
William L. Elkins,	125 Arch street, Philadelphia, Pa.
William Thaw,	Pittsburgh, Pa.
H. H. Houston,	308 Walnut street, Philadelphia, Pa.
A. J. Cassatt,	Haverford College, Montgomery co., Pa.
C. A. Griscom,	307 Walnut street, Philadelphia, Pa.
Edmund Smith,	233 South Fourth street, Philadelphia, Pa.
Frank Thomson,	233 South Fourth street, Philadelphia, Pa.
J. N. DuBarry,	233 South Fourth street, Philadelphia, Pa.
John P. Green,	233 South Fourth street, Philadelphia, Pa.

CAPITAL STOCK.

Amount authorized by law,	$151,700,000	00
Amount authorized by votes of company,	99,243,450	00
Amount subscribed,	94,777,850	00
Amount now paid in, common,	94,777,850	00
Number of shares issued, 1,895,557		
Amount paid in on each share,	50	00
Par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1880, outstanding,) amount,	$9,000	00
General mortgage bonds, (due 1910, bear interest at 6 per cent., which is payable semi-annually, January and July,) amount,	19,999,760	00
Consolidated mortgage bonds, (due 1905, bear interest at 6 per cent., which is payable, coupons semi-annually, and registered quarterly,) amount,	27,482,930	00
Consolidated mortgage bonds, (due 1919, bear interest at 5 per cent., which is payable, coupons semi-annually, and registered quarterly,) amount,	5,000,000	00
Navy Yard mortgage bonds, (due 1901, bear interest at 5 per cent., which is payable, coupons semi-annually, and registered quarterly,) amount.	1,000,000	00
Collateral trust bonds, (due 1913, bear interest at 4½ per cent., which is payable, coupons semi-annually, and registered quarterly,) amount,	5,940,000	00
Total amount of funded debt,	$59,431,690	00
Unfunded Debt.		
Bills payable, None.		
Total amount of unfunded debt, None.		
Total amount of funded and unfunded debt,	$59,431,690	00
Funded debt as per last report, $56,770,150 00		
Unfunded debt as per last report, None.		
Total cash realized from capital stock and debt,	$154,209,540	00
Debt due the State account of purchase of main line bonds, interest 5 per cent.,	2,660,913	00

Cost.

Total cost of roads owned to date,	$38,376,660	71
Total cost of equipment owned,	24,238,543	68
Total cost of roads and equipment,	$62,615,204	39

CHARACTERISTICS OF ROAD.

Main Line Owned.		Miles. Whole length.	Miles. Length in Penn'a.
Length of main line, from Harrisburg to Pittsburgh,		248.26	248.26
Length of second main track,		248.26	248.26
Length of third main track,		68.38	68.38
Branches Owned.			
Delaware extension, from Dock street, Philadelphia, to West Philadelphia,	Length of road,	7.84	7.84
	Length of single track,	0.41	0.41
	Length of double track,	7.43	7.43
Girard Point extension, from Hamburg Junction to Girard Point,	Length of road,	2.06	2.06
	Length of single track,	2.06	2.06
Schuylkill River branch, from Arsenal Bridge to Haverford street, Philadelphia,	Length of road,	1.70	1.70
	Length of single track,	0.04	0.04
	Length of double track,	1.66	1.66
Filbert Street Extension branch, from Broad street station to West side of Thirtieth street,	Length of road,	1.00	1.00
	Length of double track,	1.00	1.00
Philadelphia and Columbia railroad branch, from West Philadelphia to Columbia, Pa.,	Length of road,	82.59	82.59
	Length of double track,	82.59	82.59
Fifty-second Street branch, from Fifty-second Street station to south side of Monticello street,	Length of road,	0.14	0.14
	Length of double track,	0.14	0.14
Frazer branch, from Frazer to near Woodlands,	Length of road,	1.80	1.80
	Length of single track,	1.80	1.80
Columbia bridge, from Columbia (over Susquehanna river) to Wrightsville,	Length of bridge,	1.20	1.20
	Length of single track,	1.20	1.20
York branch, from Wrightsville to York,	Length of road,	12.00	12.00
	Length of single track,	12.00	12.00
Tyrone branch, from Tyrone to Vail,	Length of road,	3.15	3.15
	Length of single track,	1.34	1.34
	Length of double track,	1.81	1.81
Hollidaysburg branch, from Altoona to Hollidaysburg, and "Y" switches at junction of New Portage railroad,	Length of road,	9.60	9.60
	Length of single track,	9.60	9.60
Morrison's Cove branch, from Williamsburg Junction to Henrietta,	Length of road,	18.90	18.90
	Length of single track,	18.90	18.90
Martinsburg branch, from Martinsburg Junction to Martinsburg,	Length of road,	0.70	0.70
	Length of single track,	0.70	0.70
Bloomfield branch, from Roaring Spring to Ore Hill,	Length of road,	3.00	3.00
	Length of single track,	3.00	3.00
Williamsburg branch, from Williamsburg Junction to Williamsburg,	Length of road,	13.30	13.30
	Length of single track,	13.30	13.30
Springfield branch, from Springfield Junction to ore mines,	Length of road,	8.20	8.20
	Length of single track,	8.20	8.20
Indiana branch, from Blairsville Intersection to Indiana,	Length of road,	18.91	18.91
	Length of single track,	18.91	18.91
Alexandria branch, from George to Crabtree,	Length of road,	4.55	4.55
	Length of single track,	4.55	4.55
Port Perry branch, from Brinton to Thomson,	Length of road,	1.38	1.38
	Length of single track,	0.41	0.41
	Length of double track,	0.97	0.97

Rockville branch, from Dauphin to Rockville,	Length of road,	2.83	2.83
	Length of single track,	0.94	0.94
	Length of double track,	1.89	1.89
Swanson Street extension, from two miles east of Hamburg Junction to one and two tenths miles south from Dock street, Philadelphia,	Length of road,	1.22	1.22
	Length of single track,	1.22	1.22
Leased Roads.			
Trenton-Delaware bridge, from Trenton, N. J., to Morrisville, Pa.,	Length of bridge,	0.19	.095
	Length of double track,	0.19	.095
Philadelphia and Trenton railroad, from Morrisville to Kensington,	Length of road,	26.42	26.42
	Length of double track,	26.42	26.42
Tioga Street branch, from P. and T. R. R., in Kensington, to Delaware river.	Length of road,	1.23	1.23
	Length of single track,	1.23	1.23
Frankford and Holmesburg railroad, from Holmesburg Junction to Bustleton,	Length of road,	4.16	4.16
	Length of single track,	4.16	4.16
River Front railroad, from Lehigh avenue, Philadelphia, to Dock street, Philadelphia,	Length of road,	3.62	3.62
	Length of single track,	1.35	1.35
	Length of double track,	2.27	2.27
Connecting railway, from Frankford Junction to Mantua,	Length of road,	6.75	6.75
	Length of double track,	6.75	6.75
Philadelphia, Germantown and Chestnut Hill railroad, from Germantown Junction to Chestnut Hill,	Length of road,	6.75	6.75
	Length of single track,	0.01	0.01
	Length of double track,	6.74	6.74
Pennsylvania-Schuylkill Valley railroad, from Monticello street, Philadelphia, to Reading,	Length of road,	54.10	54.10
	Length of single track,	34.14	34.14
	Length of double track,	19.96	19.96
Pennsylvania-Schuylkill Valley railroad, from Phœnixville to Frazer,	Length of road,	10.65	10.65
	Length of single track,	9.31	9.31
	Length of double track,	1.34	1.34
West Chester railroad, from Woodland to West Chester,	Length of road,	5.00	5.00
	Length of single track,	5.00	5.00
Pomeroy and Newark railroad, from Pomeroy, Pa, to P. W. & B. R. R., Newark, Del.,	Length of road,	26.70	21.66
	Length of single track,	26.70	21.66
East Brandywine and Waynesburg railroad, from Downingtown to New Holland,	Length of road,	28.11	28.11
	Length of single track,	28.11	28.11
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad, from Dillerville Junction to Harrisburg,	Length of road,	35.75	35.75
	Length of single track,	25.59	25.59
	Length of double track,	10.16	10.16
Columbia branch, (H., P., Mt. J. and L. R. R.,) from branch intersection to Columbia,	Length of road,	18.15	18.15
	Length of double track,	18.15	18.15
Ebensburg and Cresson railroad, from Cresson to Ebensburg,	Length of road,	10.99	10.99
	Length of single track,	10.99	10.99
South-West Pennsylvania railway, from South-West Pennsylvania Junction to Fairchance,	Length of road,	44.50	44.50
	Length of single track,	44.50	44.50
Sewickley branch, from junction South-West Pennsylvania railway to Tranger,	Length of road,	6.90	6.90
	Length of single track,	6.90	6.90
Stonersville branch, from junction with South-West Pennsylvania railway to end of track,	Length of road,	1.51	1.51
	Length of single track,	1.51	1.51
Boyer Run branch, from junction with Sewickley branch to end of track,	Length of road,	1.82	1.82
	Length of single track,	1.82	1.82
Brinker Run branch, from junction with Sewickley branch to end of track,	Length of road,	2.02	2.02
	Length of single track,	2.02	2.02
Scottdale branch, from junction with South-West Pennsylvania railway to June Bug and Texas branch,	Length of road,	1.87	1.87
	Length of single track,	1.87	1.87
Overton branch, from junction with Scottdale branch to end of track,	Length of road,	1.24	1.24
	Length of single track,	1.24	1.24
June Bug branch, from junction with Scottdale branch to end of track,	Length of road,	1.20	1.20
	Length of single track,	1.20	1.20

Schoonmaker branch, from June Bug branch to end of track,	Length of road,	0.46	0.46
	Length of single track,	0.46	0.46
Morewood branch, from north end of June Bug branch to Morewood,	Length of road,	1.25	1.25
	Length of single track,	1.25	1.25
Texas branch, from junction with June Bug branch to end of line,	Length of road,	3.74	3.74
	Length of single track,	3.74	3.74
Everson and Broad Ford branch, from junction with South-West Pennsylvania railway to junction with Youghiogheny Northern railway,	Length of road,	1.90	1.90
	Length of single track,	1.90	1.90
Opossum Run branch, from junction with South-West Pennsylvania railway to end of track,	Length of road,	3.90	3.90
	Length of single track,	3.90	3.90
Mahoning branch railway, from connection with South-West Pennsylvania railway to end of track,	Length of road,	0.86	0.86
	Length of single track,	0.86	0.86
Morrell branch, from South-West Pennsylvania railway to end of track,	Length of road,	1.18	1.18
	Length of single track,	1.18	1.18
Fairchance branch, from junction with South-West Pennsylvania railway to end of track,	Length of road,	1.68	1.68
	Length of single track,	1.68	1.68
Pittsburgh, Virginia and Charleston railway, from junction with Pittsburgh, Cincinnati and St. Louis railway, South Side, Pittsburgh, to West Brownsville,	Length of road,	53.23	53.23
	Length of single track,	51.17	51.17
	Length of double track,	2.06	2.06
Vance's Mill branch of South-West Pennsylvania railway, from Vance's Mill Junction to Connellsville Coke and Iron Company's shaft, No. 2,	Length of road,	2.91	2.91
	Length of single track,	2.91	2.91
Redstone branch, from West Brownsville to Redstone Junction, South-West Pennsylvania railway,	Length of road,	16.51	16.51
	Length of single track,	16.51	16.51
Brownsville branch, from junction with Redstone branch to Brownsville,	Length of road,	1.00	1.00
	Length of single track,	1.00	1.00
Western Pennsylvania railroad, from Bolivar to Butler,	Length of road,	69.02	69.02
	Length of single track,	69.02	69.02
Western Pennsylvania railroad, from Butler Junction to Allegheny City.	Length of road,	27.60	27.60
	Length of single track,	22.40	22.40
	Length of double track,	5.20	5.20
Bald Eagle Valley railroad, from Vail to Lock Haven,	Length of road,	51.20	51.20
	Length of single track,	51.20	51.20
Bellefonte branch, from Milesburg to Bellefonte,	Length of road,	2.91	2.91
	Length of single track,	2.91	2.91
Snow Shoe branch, from Snow Shoe Intersection to Perse,	Length of road,	22.30	22.30
	Length of single track,	22.30	22.30
Sugar Camp branch, from Sugar Camp Junction to Sugar Camp mine,	Length of road,	3.96	3.96
	Length of single track,	3.96	3.96
Tyrone and Clearfield railway, from Vail to Curwensville,	Length of road,	45.69	45.69
	Length of single track,	41.96	41.96
	Length of double track,	3.73	3.73
Tyrone and Clearfield railway, from Moshannon and Clearfield Junction to near Whiteside's Summit,	Length of road,	7.20	7.20
	Length of single track,	7.20	7.20
Moshannon branch, from Osceola Junction to Vulcan,	Length of road,	11.43	11.43
	Length of single track,	6.85	6.85
	Length of double track,	4.58	4.58
Coal Run branch, from Coal Run Junction to terminus,	Length of road,	3.52	3.52
	Length of single track,	3.52	3.52
Morgan Run branch, from Morgan Run Junction to terminus,	Length of road,	4.05	4.05
	Length of single track,	4.05	4.05
Goss Run, No. 1, branch, from Goss Run Junction to terminus,	Length of road,	1.91	1.91
	Length of single track,	1.91	1.91
Goss Run, No. 2, branch, from Goss Run Junction, No. 2, to terminus,	Length of road,	1.64	1.64
	Length of single track,	1.64	1.64
Goss Run, No. 3, branch, from Goss Run Junction, No. 3, to terminus,	Length of road,	1.42	1.42
	Length of single track,	1.42	1.42
Houtzdale branch, from Houtzdale Junction to terminus,	Length of road,	0.74	0.74
	Length of single track,	0.74	0.74

Mapleton branch. No. 1, from Mapleton Junction to terminus,	Length of road,	3.16	3.16
	Length of single track,	3.16	3.16
Crowell or Mapleton, No. 2, branch, from Mapleton Junction, No. 2, to to terminus,	Length of road,	2.24	2.24
	Length of single track,	2.24	2.24
Philipsburg branch, from Philipsburg Junction to Morrisdale,	Length of road,	3.49	3.49
	Length of single track,	3.49	3.49
Leskie branch, from Leskie Junction to Leskie colliery,	Length of road,	1.31	1.31
	Length of single track,	1.31	1.31
Lewisburg and Tyrone railroad, (West end,) from Tyrone to Fairbrook,	Length of road,	19.90	19.90
	Length of single track,	19.90	19.90
Lewisburg and Tyrone railroad, (East end,) from Montandon to Oak Hall,	Length of road,	57.11	57.11
	Length of single track,	57.11	57.11
Scotia branch, from Fairbrook to Scotia,	Length of road,	5.26	5.26
	Length of single track,	5.26	5.26
Juniata branch, from Juniata Junction to Juniata,	Length of road,	2.08	2.08
	Length of single track,	2.08	2.08
Newry railroad, from junction near Portage railroad to Newry,	Length of road,	1.00	1.00
	Length of single track,	1.00	1.00
Bedford and Bridgeport railroad, from Mt. Dallas to State line,	Length of road,	38.70	38.70
	Length of single track,	38.70	38.70
Dunnings Creek branch, from Bedford to Holderbaum,	Length of road,	10.50	10.50
	Length of single track,	10.50	10.50
Mifflin and Centre County railroad, from Lewistown Junction to Milroy,	Length of road,	12.31	12.31
	Length of single track,	12.31	12.31
Lewistown and Tuscarora bridge, over Juniata river, at Lewistown,	Length of bridge,	0.12	0.12
	Length of single track,	0.12	0.12
Sunbury and Lewistown railway, from Lewistown to Selinsgrove Junction,	Length of road,	43.31	43.31
	Length of single track,	43.31	43.31
Columbia and Port Deposit railroad, from Columbia, Pa., to Port Deposit, Md.,	Length of road,	40.00	28.36
	Length of single track,	40.00	28.36
Hanover and York railroad, from York to Hanover,	Length of road,	18.35	18.35
	Length of single track,	18.35	18.35
Littlestown railroad, from Hanover to Maryland State line,	Length of road,	9.30	9.30
	Length of single track,	9.30	9.30
Philadelphia and Erie railroad, from Erie to Sunbury,	Length of road,	287.56	287.56
	Length of single track,	251.92	251.92
	Length of double track,	35.64	35.64
Ridgway and Clearfield railroad, from Ridgway to Brockwayville,	Length of road,	19.59	19.59
	Length of single track,	19.59	19.59
Susquehanna and Clearfield railroad, from Keating to Karthaus,	Length of road,	22.73	22.73
	Length of single track,	22.73	22.73
Three Runs branch, from Three Runs to Rotter's Mills,	Length of road,	2.11	2.11
	Length of single track,	2.11	2.11
Lewisburg bridge, across Susquehanna river, at Lewisburg,	Length of bridge,	0.24	0.24
	Length of single track,	0.24	0.24
Sunbury, Hazleton and Wilkes-Barre railroad, from Sunbury to Tomhicken,	Length of road,	43.44	43.44
	Length of single track,	43.44	43.44
North and West Branch railway, from Catawissa to Wilkes-Barre,	Length of road,	43.00	43.00
	Length of single track,	43.00	43.00
Newport branch, (N. and W. Br. Ry.,) from Nanticoke to Glenlyon,	Length of road,	4.69	4.69
	Length of single track,	4.69	4.69

Summary.

Length of main line,	248.26	248.26
Length of branches owned by the company,	196.07	196.07
Length of leased roads,	1,338.12	1,321.35
Length of operated roads,	1,782.45	1,765.68
Length of second track,	488.94	488.84
Length of sidings and other tracks not above enumerated,	866.52	864.65
Length of all tracks,	3,137.91	3,119 17

Gauge.

Gauge of lines,	4 ft 9 in.

Track.

Miles of track laid with steel rail on lines owned, leased, or operated, whole length 2,457.63; in Pennsylvania, . .	2,452.36
Miles of track laid with iron rail on lines owned, leased, or operated, whole length, 680.28; in Pennsylvania, . . .	666.81
Weight of rail per yard, . . { Steel, ...	56 to 88 lbs.
{ Iron, ...	45 to 60 lbs.

Telegraph Lines.

Length of lines in miles, 539.20; in Pennsylvania, . .	539.20
Number of miles of wire, 2,920.69; in Pennsylvania, . .	2,920.69

Bridges and Trestles.

Number of bridges and trestles on lines owned by the company, ...	336
Wooden bridges, number of, 73; aggregate length, . . .	9,814 feet.
Stone bridges, number of, 96; aggregate length, ...	3,439 feet.
Iron bridges, number of, 145; aggregate length, ...	22,833 feet.
Wooden trestles, number of, 22; aggregate length, . .	2,611 feet.
Total length of bridges and trestles, ...	38,697 feet.

Crossings.

Railroads crossing, at grade, lines owned by the company in this Commonwealth:

Pleasant Valley (street) railroad, at three tenths miles west of Union station; West End Passenger (street) railroad, at six tenths miles west of Union Station; Transverse (street) railroad, at Union station; Southwark railroad, at Twenty-third street and Washington avenue, Philadelphia; Southwark railroad, at Washington avenue wharf, Philadelphia; Reading and Columbia railroad, at two thousand one hundred and eighty feet east of Columbia passenger station; Reading and Columbia railroad, at Dillerville; Rockville Branch railroad, west of Rockville; Susquehanna and Schuylkill railroad, at Fisher's siding; Susquehanna and Schuylkill railroad, at Heck's; Western Pennsylvania railroad, at Blairsville.

Railroads crossing lines owned by the company, either over or under grade, in this Commonwealth:

Cambria Iron Company's railroad, at Johnstown station, under; Cambria Iron Company's railroad, at forty-five hundredths miles west of Johnstown, under; Cambria Iron Company's railroad, at fifty-five hundredths miles west of Johnstown, under; Pittsburgh Junction railroad, at twenty-three hundredths miles west of Millvale, under; Pennsylvania Incline railroad, at fifty hundredths miles east of Union station, over; Filbert Street Extension railroad, at west side of Schuylkill river, eighty-five hundredths miles from Broad street station, over; Wilmington and Northern railroad, at east end of Coatesville bridge, under; Reading and Columbia railroad, at two thousand four hundred and ninety-one feet west of Lan-

caster passenger station, over; Pittsburgh, McKeesport and Youghiogheny railroad, at fifty hundredths miles south of Thomson, under; Baltimore and Ohio railroad, at fifty-four hundredths miles south of Thomson, under.

Number of crossings of highways, at grade, in this Commonwealth, . 653
Number of crossings of highways over railroad, ... 94
Number of crossings of highways, under railroad, ... 109
Number of crossings at which gates or flagmen are maintained, . . 24
Number of crossings at which there are neither gates nor flagmen, . 832

Statement of regulations governing employés in regard to these crossings:

"Flagmen and gatemen must give timely warning to all persons approaching crossings; whistle must be sounded one quarter of a mile before crossing is reached, and bell rung until crossing is passed."

Stations.

Number of stations on main line: Passenger, 69, freight, 64; total, 96; in Pennsylvania, . 96
Number of stations on branches: Passenger, 68, freight, 51; total, 84; in Pennsylvania, . . . 84
Number of stations on leased roads: Passenger, 305, freight, 284; total, 348; in Pennsylvania, ... 344
Number of engine-houses and shops owned by the company, 33; in Pennsylvania, ... 33
Number of wood and water stations on main line, 68; in Pennsylvania, . . 68
Number of wood and water stations on branches, 36; in Pennsylvania, ... 36
Number of wood and water stations on leased roads, 164; in Pennsylvania, ... 163
Number of locomotive water-troughs on main line and branches, 8; in Pennsylvania, ... 8
Cost of real estate held by the company, exclusive of roadway, in Pennsylvania, ... $12,699,411 34
Number of tunnels on all lines owned by the company, 7; in Pennsylvania, ... 7
Aggregate length of tunnels, 8,444 feet; in Pennsylvania, . 8,444 feet.

Material of foundation upon which track is laid: White oak cross-ties on broken stone and gravel ballast.

Equipment.		Number.	Average cost of each.
Locomotives,		1,175	$10,630 00
Passenger cars, first-class,	713		5,000 00
Passenger cars, second-class,	169		3,000 00
Total passenger cars,		882	
Baggage, mail, and express cars,		185	2,000 00
Postal cars, (letter and storage,)		28	3,500 00
Freight cars, 8-wheel,	25,149		600 00
Freight cars, 4-wheel,	1,467		450 00
Total freight cars,		26,616	
Cars, roadway department, 8-wheel,		788	600 00
Hand-cars and hand-trucks,		1,404	45 00

Train brake in use: Westinghouse automatic for passenger trains, Elder brake for freight trains.

Average number of cars in passenger trains, including mail, express, and baggage cars,	$5\frac{2}{100}$
Average number of cars in freight trains,	$25\frac{66}{100}$
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	194
Average weight of freight trains, including locomotive and tender, in working order, in tons,	908

Employes.

Average number of persons regularly employed by company, including officials,	44,000
Same in Pennsylvania,	21,400

DOINGS OF THE YEAR.

Transportation and Total Miles Run.

Number of miles run by passenger trains, car mileage,	25,766,556
Number of miles run by freight trains, including empty cars.	327,803,035
Number of miles run by coal trains, including empty cars.	
Number of passengers carried one mile in Pennsylvania,	242,112,007
Number of tons of 2,000 lbs. of through freight for the year on main road,	1,824,769
Number of tons of freight carried one mile,	3,082,499,986
Number of tons of freight carried one mile in Pennsylvania,	3,073,775,646
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	22,583,825
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour.)	25
Average rate of speed adopted by express trains, including stops, (miles per hour,)	36
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	15

The Amount of Freight, in Tons of 2,000 lbs.

Anthracite coal,	3,605,428	Agricultural products,	1,453,728
Bituminous coal,	9,694,913	Merchandise and manufactures,	1,336,312
Petroleum and other oils,	546,850	Live stock,	412,443
Pig-iron,	623,327	Lumber,	1,230,207
Railroad iron,	291,885	Other articles,	444,344
Other iron or castings,	618,652		
Iron and other ores,	1,012,793	Total,	22,583,825
Stone and lime,	1,312,943		

The Rate Per Ton (of 2,000 lbs.) Per Mile Charged for Freight.

For through freight and coal, and local freight and coal, per ton per mile, ... $\frac{7404}{10000}$ cents.

EARNINGS FOR THE YEAR.—From Transportation of Passengers.

Months.	Through.			Local.			Total.		
	Pass'gers	Miles.	Amount.	Pass'gers	Miles.	Amount.	Pass'gers	Miles.	Amount.
January, 1884	15,020	5,302,236	$124,223 14	731,836	10 558,937	$269,257 56	746,856	15 861,173	$393,480 70
February, 1884,	12 772	4,508,691	105.681 67	742,209	11,034,362	282,681 12	754.981	15 543.053	388.362 79
March, 1884,	15 614	5,511.742	127.189 19	835.675	12.266 330	318.149 35	851,289	17 778.072	445.338 54
April, 1884,	16,928	5,975 584	136.616 44	887,173	13 290 705	336.359 96	904.101	19.266 289	472 976 40
May, 1884,	20,388	7,196,788	158,152 12	970 548	14.582,985	363.840 59	990,936	21 779,773	521.992 71
June, 1884,	18,616	6,571,271	147,793 27	967.608	14 377 345	356 273 37	986.224	20 948.616	504.066 64
July, 1884.	20 780	7,335 341	155,455 78	1,044.153	17,082,809	417,141 96	1 064.933	24.418.150	572,597 74
August, 1884.	19 519	6,890 217	161,390 44	1,073 751	17.908 360	442,501 32	1,093,270	24 798.577	603 891 76
September, 1884,	20.305	7,167 665	166,184 90	1,022.879	16.478 201	413 337 56	1 043 184	23 645.866	579,522 46
October, 1884,	17.217	6.077.778	140.986 16	1,056.305	16,090 272	383,177 26	1,073,522	22 168.050	524 163 42
November, 1884,	13,467	4,753,851	109.595 29	954,032	12.950,335	322,939 98	967,499	17,704,186	432,535 27
December, 1884,	13,312	4,698,959	105,967 80	939 669	14,687,458	346,643 31	952,981	19,386,417	452 611 11
Total,	203,938	71,990,123	$1,639,236 20	11,225,838	171,308,099	$4,252,303 34	11,429,776	243,298,222	$5,891,539 54

The Rate of Fare for Passengers Charged for the Respective Classes per Mile.

For through business, 2 277 cents; for local business, 2.482 cents; for total business, 2.421 cents.

From Transportation of Freight.

Months.	Through Freight.			Local Freight.			Total.		
	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.
January, 1884,	144.585	$358 841 75	52,150 733	1,487,638	$1,393 546 47	171.039,784	1 632 223	$1 752 388 22	223.190,517
February, 1884,	108.312	324,636 80	39.032.529	1,428 012	1,313,012 57	162,970.089	1 536 324	1,637,649 37	202.002 618
March, 1884,	153.458	418,839 09	57.390 359	1,708 390	1,647,167 58	199.251,485	1,866,848	2,066 006 67	256,641,844
April, 1884,	171,809	404.560 20	62 334 166	1,777,699	1,619 747 04	197,062,447	1,949,508	2,024,307 24	259,396.613
May, 1884.	143,055	345,976 54	53.714.746	1.895.970	1,694.667 64	234 132,047	2,044 025	2 040.644 18	287 846 793
June, 1884,	155,306	325 912 77	56 366.248	1,765,089	1,499 083 30	212,923 430	1,920 395	1,824.996 07	269,289,678
July, 1884,	162.471	361,650 62	58 789.649	1 758 419	1.334 440 98	210,575,525	1,920,890	1,696 091 60	269 365,174
August. 1884.	164 034	389 493 06	59 368,643	1 797,984	1.717.619 04	208,726 698	1.962.018	2,107 112 10	268 095,341
September, 1884,	168.840	407.474 38	61.125,508	1,792 344	1,610.869 93	211,637,532	1.961,184	2.018.344 31	272 763 040
October, 1884.	169 786	407 282 63	58 250.094	2 049.743	1.648,931 42	224 750,613	2 210 529	2 056 214 05	283,000.767
November, 1884,	133.551	343 964 64	48 407.192	1,676,968	1,520,893 36	196 128.521	1 810 519	1 864 858 00	244.535.713
December, 1884,	148,562	369,477 60	53,899,020	1,620,800	1,365,239 67	192,472,928	1,769 362	1,734 717 27	246,371,948
Total,	1,824,769	$4,458,110 08	660 828,887	20,759 056	$18,365,219 00	2,421,671,099	22,583,825	$22,823,329 08	3,082,499,986

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1884, . .	$41,324	80	$29,226	07	$52,639	05	$123,189	92
February, 1884, .	41,200	58	37,739	49	34,431	61	113,371	68
March, 1884, . . .	42,275	52	38,027	20	35,824	12	116,126	84
April, 1884, . . .	41,241	11	35,838	88	51,972	18	129,052	17
May, 1884, . . .	41,241	11	40,106	97	54,417	30	135,765	38
June, 1884, . . .	41,276	40	34,655	77	48,787	48	124,719	65
July, 1884, . . .	41,283	83	31,812	48	34,425	48	107,521	79
August, 1884, .	41,470	77	34,021	08	36,210	09	111,701	94
September, 1884, .	41,254	03	38,823	65	61,712	11	141,789	79
October, 1884, .	41,290	71	43,280	71	34,635	92	119,207	34
November, 1884, .	41,284	68	45,691	80	37,343	60	124,320	08
December, 1884, .	41,285	44	52,717	76	41,246	41	135,249	61
Total, ...	$496,428	98	$461,941	86	$523,645	35	$1,482,016	19

RECAPITULATION.

Total passenger earnings for the year, ...	$5,891,539	54
Total freight earnings for the year, ...	22,823,329	08
Total earnings from all other sources, ...	1,482,016	19
Total earnings for the year, ...	$30,196,884	81

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE, AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, ...	$281,327	75
Land or land damages, ...	464,656	13
Passenger and freight houses, ...	14,360	60
New locomotives, number of, 30, ...	276,485	60
New passenger cars, number of, 51, ...	290,995	30
New freight cars, (4-wheel cabin cars,) number of, 10, ...	4,738	90
New steamboats, (including ferry boats and tugs,) number of, 1,	34,867	17
New floating equipment other than steamboats, (car floats,) number of, 2, ...	20,642	42
New cars, (roadway department, 4-wheel,) number of, 30, ...	16,914	62
New wood and water stations, (including water-tanks,)	1,631	97
Any other expenditures chargeable to this account, ...	82,178	49
Total, ...	$1,488,798	95
Proportion for Pennsylvania, ...	$1,488,798	95

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.	Passenger.		Freight.		Total.	
Advertising, ...	$50,922	59	$24,924	12	$75,846	71
Agents, ...	76,867	93	129,245	47	206,113	40
Baggage-masters, ...	102,322	03	. . .	. .	102,322	03
Brakemen, ...	118,310	99	986,869	13	1,105,180	12
Cars, cleaning, ...	60,652	22	1,668	52	62,320	74
Car furniture and fixtures, ...	10,823	79	12,029	99	22,853	78
Car service, ...	23,616	80	548,234	59	571,851	39
Clerks, ...	81,002	10	435,131	04	516,133	14
Conductors and train agents, . . .	138,562	10	390,682	92	529,245	02
Dispatchers, ...	30,980	75	128,638	43	159,619	18
Docks, dredging, and cleaning, . .	. . . . .	. .	25,348	90	25,348	90
Expenses of grain elevators, . . .	. . . . .	. .	3,042	17	3,042	17
Expenses of stations, except labor,	26,373	33	32,666	38	59,039	71

Foreign agencies,	$56,094	14	$2,277	77	$58,371	91
Heating cars,	27,727	08	3,362	20	31,089	28
Heating stations,	16,922	68	16,024	34	32,947	02
Incidentals,	82,532	66	163,451	13	245,983	79
Insurance,	15,576	20	55,114	33	70,690	53
Labor at stations,	38,121	36	324,509	87	362,631	23
Legal expenses,	8,298	30	22,238	14	30,536	44
Lighting cars,	32,652	94	280	89	32,933	83
Lighting stations,	26,124	01	29,402	43	55,526	44
Loss and damage,	19,733	08	80,897	61	100,630	69
Mail expenses,	9,383	79			9,383	79
Oil for lamps,	5,790	09	21,377	57	27,167	66
Stationery and printing,	61,809	00	130,404	93	192,213	93
Stations, repairs of and furniture for,	150,559	22	200,766	90	351,326	12
Superintendents,	13,601	65	47,160	40	60,762	05
Switchmen,	19,223	55	75,742	38	94,965	93
Taxes on stations,	15,873	47	45,858	56	61,732	03
Taxes, State,	56,000	29	185,651	62	241,651	91
Teaming,	43	80	17,140	32	17,184	12
Telegraph expenses,	70,972	66	237,011	45	307,984	11
Watchmen,	20,215	48	78,199	54	98,415	02
Wharves and landings, repairs of,			24,276	51	24,276	51
Wrecks, clearing,	1,512	28	33,946	52	35,458	80
Tolls paid other corporations,	5,850	08	53,788	69	59,638	77
Pittsburgh transfer,			117,314	00	117,314	00
Total,	$1,475,052	44	$4,684,679	76	$6,159,732	20
Motive Power.						
Enginemen and firemen,	$292,604	53	$965,351	11	$1,257,955	64
Engine-houses and machine-shops, &c., repairs of,	22,277	78	70,346	71	92,624	49
Fuel for heating,	2,205	18	8,385	39	10,590	57
Fuel for locomotives,	186,106	51	908,427	60	1,094,534	11
Incidentals,	14,752	46	50,981	46	65,733	92
Laborers,	65,618	56	245,991	50	311,610	06
Locomotive furniture and fixtures,	8,407	15	31,055	38	39,462	53
Locomotives, repairs of,	261,121	53	1,236,322	35	1,497,443	88
Oil for locomotives,	14,790	55	36,795	36	51,585	91
Sand for locomotives,	6,492	00	24,671	46	31,163	46
Stationery and printing,	3,363	15	12,850	41	16,213	56
Tallow for locomotives,	12,938	97	55,847	84	68,786	81
Taxes on engine-houses and shops,	10,352	51	41,397	39	51,749	90
Tools and machinery, repairs of,	15,217	27	59,507	15	74,724	42
Waste for locomotives,	9,164	82	23,466	53	32,631	35
Watchmen,	7,464	53	26,349	24	33,813	77
Water, wood, and coal stations, expenses and repairs of,	51,439	57	168,678	94	220,118	51
Total,	$984,317	07	$3,966,425	82	$4,950,742	89
Maintenance of Way.						
Ballast,	$59,291	48	$179,419	03	$238,710	51
Bridges, repairs of,	72,901	17	185,203	95	258,105	12
Cars, repairs of, (in M. of W. service,)	7,887	51	19,072	25	26,959	76
Clerks,	4,167	54	13,797	29	17,964	83
Cross-ties,	98,644	21	299,317	88	397,962	09
Expenses on property,	23,860	39	73,612	70	97,473	09
Foremen, tool and watch-houses, repairs of,	6,693	29	17,686	21	24,379	50
Frogs,	8,684	24	28,539	59	37,223	83
Incidentals,	7,023	67	22,746	92	29,770	59
Oil, tallow, waste, &c.,	1,439	40	5,053	15	6,492	55
Rails, iron,	11,094	95	24,294	45	35,389	40
Rails, steel,	60,386	65	189,859	68	250,246	33
Road-bed, repairs of, labor and material,	125,363	82	353,914	72	479,278	54
Snow and ice, removing,	20,689	08	63,134	01	83,823	09
Spikes,	6,218	66	19,996	76	26,215	42
Splices,	11,793	78	36,452	83	48,246	61

Stationery and printing,	$1,550	01	$4,955	56	$6,505	57
Superintendents and supervisors,	17,158	80	49,553	09	66,711	89
Switches,	20,605	90	72,593	13	93,199	03
Taxes on real estate for road,	23,759	86	79,829	70	103,589	56
Telegraph, repairs of,	12,182	30	35,367	24	47,549	54
Tools and repairs of tools,	11,346	47	31,055	63	42,402	10
Track, repairing,	216,815	93	622,243	49	839,059	42
Watchmen,	33,556	10	107,839	81	141,395	91
Total,	$863,115	21	$2,535,539	07	$3,398,654	28
Maintenance of Cars.						
Car-shops and sheds, repairs of,	$6,581	99	$25,392	46	$31,974	45
Cars, repairs of freight,			1,689,021	27	1,689,021	27
Cars, repairs of passenger, baggage, express, and postal,	433,642	35			433,642	35
Fuel for heating,	704	37	2,410	76	3,115	13
Incidentals,	3,086	09	5,499	95	8,586	04
Insurance,	10,992	72	33,070	80	44,063	52
Laborers,	17,108	93	66,726	04	83,834	97
Oil, tallow, waste, &c.,	16,948	69	56,821	48	73,770	17
Tools and repairs of tools,	10,658	40	41,077	55	51,735	95
Watchmen,	3,680	73	14,360	86	18,041	59
Total,	$503,404	27	$1,934,381	17	$2,437,785	44
General Expenses.						
Advertising,	$2,918	52	$11,674	09	$14,592	61
Attendants,	6,220	60	24,126	59	30,347	19
Clerks,	57,994	21	171,161	18	229,155	39
Fuel and light,	2,177	77	8,711	08	10,888	85
Incidentals and legal expenses,	4,579	72	18,318	95	22,898	67
Office expenses, repairs & furniture,	14,762	97	59,051	87	73,814	84
Salaries of president & other officers,	45,101	77	157,006	95	202,108	72
Stationery and blanks,	7,367	64	29,470	54	36,838	18
Taxes on real estate,	1,509	41	6,037	66	7,547	07
Total,	$142,632	61	$485,558	91	$628,191	52

EARNINGS—Summary.

Passenger transportation, local,	$4,252,303 34	total,	$5,891,539	54
Passenger transportation, through,	1,639,236 20			
Freight transportation, local,	18,365,219 00	total,	22,823,329	08
Freight transportation, through,	4,458,110 08			
Mail service,	496,428 98	total,	958,370	84
Express service,	461,941 86			
Miscellaneous,			523,645	35
Total,			$30,196,884	81

EXPENSES—Summary.

	Passenger.		Freight.		Total.	
Conducting transportation,	$1,475,052	44	$4,684,679	76	$6,159,732	20
Motive power,	984,317	07	3,966,425	82	4,950,742	89
Maintenance of way,	863,115	21	2,535,539	07	3,398,654	28
Maintenance of cars,	503,404	27	1,934,381	17	2,437,785	44
General expenses,	142,632	61	485,558	91	628,191	52
Total operating expenses,	$3,968,521	60	$13,606,584	73	$17,575,106	33
Expenditures charged to cost of road, real estate, and equipment during the year,					1,488,798	95
Total expenditures during the year,					$19,063,905	28

Earnings,	$30,196,884	81
Expenses,	17,575,106	33
Net earnings,	$12,621,778	48

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams; railroad company furnishes cars and motive power, for which express company pays a percentage of its gross receipts.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: None other than those owned or controlled by the Pennsylvania Railroad Company.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor. No.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

SLEEPING CARS.

Names of owners of sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates: Pullman's parlor and sleeping cars are run over our main line. The Pullman company collects its fare from the passenger. Our company keeps the cars in running order.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: A rate per mile per annum regulated by Government according to weight.

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue:

Account of November dividend, 1883, ... 6,331 shares.
Account of May dividend, 1884, ... 36,831 shares.

Date and per cent. of all cash dividends on stock of original and consolidated companies:

May, six months, four per cent. on 1,858,726 shares, . $3,717,452 00
November, six months, three per cent. on 1,895,557 shares, 2,843,335 50

In May, the option was given to convert two per cent. into stock.

Account of 1883,		$316,550 00	
Account of 1884,		1,841,550 00	
Paid in dividends,	Stock,	$2,158,100 00	
	Cash,	4,692,295 25	
			$6,850,395 25
Paid to sinking fund,			337,460 00
Surplus at commencement of the year,			13,613,184 03
Surplus invested as follows:			
Material, fuel and stores,			3,523,458 57

ACCIDENTS TO PERSONS.

	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		14	6	19	6	33
Employés,	8	118	62	548	70	666
Others,			104	191	104	191
Total,	8	132	172	758	179	889

Pennsylvania and Western.

Year ending December 31, 1884.

Officers.	*Residences.*
Augustus Rapelye, President,	104 Fulton street, New York.
Francis A. Marden, Secretary,	Connecticut.
Cornelius Kiel, junior, Treasurer,	New Jersey.

Directors.	*Residences.*
Augustus Rapelye,	New York.
Cornelius Kiel,	New Jersey.
Herman Sudhaus,	New York.
Frederick Stromyer,	New York.
Francis A. Marden,	Connecticut.
Edward A. Quintard,	New York.
A. V. R. Baker,	Brooklyn.
J. B. Day,	New York.
(Vacancy.)	

ASSETS

Materials on hand, as per inventory, such as iron, supplies, &c.,	$200,000	00

LIABILITIES.

Balances due,	$200,000	00

Pennsylvania Coal.

Year ending December 31, 1884.

Officers.	*Residences.*
George A. Hoyt, President,	Stamford, Conn.
William E. Street, Secretary,	Darien, Conn.
Edwin H. Mead, Treasurer,	South Orange, N. J.
John B. Smith, General Superintendent,	Dunmore, Pa.

General offices at New York city and Dunmore, Pa.

Directors.	*Residences.*
George A. Hoyt,	Stamford, Conn.
George L. Brown,	Washington, Conn.
John R. Platt,	New York city.
Samuel Thorne,	New York city.
William H. Webb,	New York city.
George W. Quintard,	New York city.
Joseph Ogden,	New York city.
Edwin H. Mead,	South Orange, N. J.
A. S. Hurlbutt,	Westport, Conn.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Hawley to Port Griffith,	47	47
Length of single main track,	47	47
Branches.		
Hawley, Pa., branch, from Hawley, Pa., to Lackawaxen, Pa., length of road,	15.87	15.87

Pennsylvania Company.

Year ending December 31, 1884.

Officers.	*Residences.*
George B. Roberts, President,	Philadelphia, Pa.
J. N. McCullough, First Vice President,	Pittsburgh, Pa.
William Thaw, Second Vice President,	Pittsburgh, Pa.
Thomas D. Messler, Third Vice President and Comptroller,	Pittsburgh, Pa.
John W. Renner, Assistant Comptroller,	Pittsburgh, Pa.
S. B. Liggett, Secretary,	Pittsburgh, Pa.
John E. Davidson, Treasurer,	Pittsburgh, Pa.
J. T. Brooks, General Counsel,	Pittsburgh, Pa.
Felician Slataper, Chief Engineer,	Pittsburgh, Pa.
William A. Baldwin, Manager,	Pittsburgh, Pa.
John Thomas, General Superintendent,	Pittsburgh, Pa.

General offices at corner Penn and Tenth streets, Pittsburgh, Pa.

Directors.	*Residences.*
George B. Roberts,	Philadelphia, Pa.
J. N. McCullough,	Pittsburgh, Pa.
William Thaw,	Pittsburgh, Pa.
Thomas D. Messler,	Pittsburgh, Pa.
Wistar Morris,	Philadelphia, Pa.
Henry H. Houston,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
Joseph N. DuBarry,	Philadelphia, Pa.
John Price Wetherill,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
William H. Barnes,	Philadelphia, Pa.

Pennsylvania and Martin's Creek.

Year ending December 31, 1884.

Officers.	*Residences.*
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

Directors.	*Residences.*
John Brown,	Easton.
J. N. DuBarry,	Philadelphia.
John P. Green,	Philadelphia.
Thomas L. McKeen,	Easton.
J. E. Mitchell,	Allentown.
William A. Patton,	Philadelphia.
Frank Thomson,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from middle of Delaware river, near mouth of Martin's creek, to Pen Argyl and Wind Gap, Northampton county, Pa., about,	15	15
Length of single main track, about,	15	15
Length of second main track,	Not completed.	

Pennsylvania and New York.

Year ending November 30, 1884.

Officers.	*Residences.*
Elisha P. Wilbur, President,	Bethlehem, Pa.
Charles Hartshorne, Vice President,	Philadelphia, Pa.
William C. Alderson, Treasurer,	Philadelphia, Pa.
William Stevenson, General Superintendent,	Sayre, Pa.

General offices at 228 South Third street, Philadelphia, Pa.

Directors.	*Residences.*
Robert H. Sayre,	Bethlehem, Pa.
Charles Hartshorne,	Philadelphia, Pa.
Victor E. Piollet,	Wysox, Pa.
Garrett B. Linderman,	Bethlehem, Pa.
William H. Sayre,	Bethlehem, Pa.
Robert Lockhart,	Bethlehem, Pa.
James I. Blakslee,	Mauch Chunk, Pa.
Howard Elmer,	Waverly, N. Y.
Elisha A. Hancock,	Philadelphia, Pa.
Frederick Mercur,	Wilkes-Barre, Pa.
William Stevenson,	Sayre, Pa.
John B. Garrett,	Philadelphia, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Wilkes-Barre, Pa., to Erie railway junction, of which 9.6 miles are leased to the Lehigh Valley Railroad Company,		104.30	104.30
Length of single main track,		2.15	2.15
Length of second main track,		102.15	102.15
Branches.			
Geneva, Ithaca and Sayre connection branch,	Length of road,	1.43	1.43
	Length of single track,	1.43	1.43
Southern Central railroad connection branch,	Length of road,	2.12	2.12
	Length of single track,	2.12	2.12
Barclay railroad connection branch,	Length of road,	1.52	1.52
	Length of single track,	1.52	1.52
Pleasant Valley branch,	Length of road,	4.85	4.85
	Length of single track,	4.85	4.85
West Pittston branch,	Length of road,	5.36	5.36
New York, Lackawanna and Western connection branch,	Length of road,	.27	.27
	Length of single track,	.27	.27
Short branches to coal breakers,	Length of road,	11.54	11.54
Leased Roads.			
State Line and Sullivan railroad, from Monroeton to Bernice,	Length of road,	24.00	24.00
	Length of single track,	24.00	24.00
Waverly and State Line railroad, from Waverly to Waverly,	Length of road,	.25	in N. Y.
	Length of single track,	.25	in N. Y.

Pennsylvania Schuylkill Valley.

Year ending December 31, 1884.

Officers.	*Residences.*
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	*Residences.*
John P. Green,	Philadelphia.
Wistar Morris,	Philadelphia.
N. Parker Shortridge,	Philadelphia.
Edmund Smith,	Philadelphia.
Henry D. Welsh,	Philadelphia.
J. Price Wetherill,	Philadelphia.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Monticello street, Philadelphia, to Penn street, Reading,		54.10	54.10
Length of single main track,		34.14	34.14
Length of second main track,		19.46	19.46
Length of third main track,		0.50	0.50
Branches.			
Frazer branch, from Phœnixville to Frazer,	Length of road,	10.65	10.65
	Length of single track,	9.31	9.31
	Length of double track,	1.34	1.34

Pennsylvania, Slatington and New England.

Year ending December 31, 1884.

Officers.	*Residences.*
A. P. Berthoud, President,	New York city.
S. M. Schanck, Vice President and Secretary,	Hightstown, N. J.
Ezra J. Sterling, Treasurer,	New York city.

General offices at Jersey City, N. J., and 72 Broadway, New York city.

Directors.	*Residences.*
A. P. Berthoud,	New York city.
George M. Wright,	Bordentown, N. J.
John Loomis,	Deckertown, N. J.
Ezra J. Sterling,	New York city.
S. M. Schanck,	Hightstown, N. J.
Richard C. Combs,	New York city.
Edward T. R. Applegate,	Hightstown, N. J.
Reuben Leland,	New York city.
F. M. Ward,	Newton, N. J.
H. H. Boody,	New York city.
Henry C. Hicks,	New York city.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Slatington, Pa., to State line between New Jersey and New York,	71	31
Length of single main track completed,	. . . .	12

Penn Gas Coal Company's Youghiogheny Railroad.

Year ending December 31, 1884.

Officers.	*Residences.*
F. A. Dingee, President,	Philadelphia.
S. T. Billmeyer, Secretary and Treasurer,	Philadelphia.
John F. Wolf, General Superintendent,	Irwin, Westmoreland co., Pa.
Albert Ford, Assistant Superintendent,	Irwin, Westmoreland co., Pa.

General offices at 209 South Third street, Philadelphia.

Directors.	*Residences.*
F. A. Dingee,	Philadelphia.
H. A. Stiles,	Philadelphia.
Charles Hacker,	Philadelphia.
A. G. Richey,	Trenton, N. J.
D. Hostetter,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Irwin to Sewickley,	9.79	All.
Length of single main track, B. and O. railroad,	9.79	All.

People's.

Year ending October 31, 1884.

Officers.	*Residences.*
Charles Baber, President,	Pottsville, Pa.
William D. Pollard, Secretary and Treasurer,	Pottsville, Pa.

General offices at Pottsville, Pa.

Directors.	*Residences.*
Charles Baber,	Pottsville, Pa.
Milton Boone,	Pottsville, Pa.
R. F. Lee,	Pottsville, Pa.
Levi Mattson,	Philadelphia, Pa.
Thomas H. Walker,	Pottsville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pottsville, Pa., to Minersville, Pa.,	4.58	4.58

ASSETS.

Construction,	$88,141	34
Equipment,	30,265	29
Real estate,	3,263	00
Balance collectible and cash,	8,379	47
Deficit,	3,208	24
	$133,257	34

LIABILITIES.

Capital stock,	$100,000	00
Bonds,	15,000	00
Bills payable,	18,257	34
	$133,257	34

Perkiomen.

Year ending November 30, 1884.

Officers.	*Residences.*
A. H. Seipt, President,	Skippackville, Pa.
James Boyd, Assistant President,	Norristown, Pa.
Philip Super, Secretary,	Pennsburg, Pa.
Howard Boyd, Treasurer,	Norristown, Pa.
James Boyd, General Solicitor,	Norristown, Pa.
George B. Boggs, Chief Engineer and Comptroller,	Norristown, Pa.
D. B. Clack, Superintendent,	Pawlings, Pa.

General offices 33 East Main street, Norristown, Pa.

Directors.	*Residences.*
James Boyd,	Norristown, Pa.
John Slingluff,	Norristown, Pa.
Charles T. Waage,	Pennsburg, Pa.
George Graber,	Pennsburg, Pa.
Jonathan P. Hillegass,	Pennsburg, Pa.
Thomas B. Hillegass,	Red Hill, Pa.
Noah D. Frank,	Red Hill, Pa.
John S. Rahn,	Perkiomenville, Pa.
Jesse Ziegler, (deceased,)	Rudy, Pa.
D. Morgan Casselberry,	Lower Providence, Pa.
William H. Seipt,	Worcester, Pa.
Daniel H. Rudy,	Green Lane, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, single track, from Perkiomen Junction to Emaus Junction,	38.5	38.5

ASSETS.

Railroad,	$1,943,344	89
Depots and offices,	50,915	84
Real estate,	19,611	91
Land damages,	43,689	50
New work,	20,999	07
Equipment,	4,257	03
Bonds in payment of freight,	2,790	94
Materials,	18,021	94
Cash,	16,023	72
Montgomery National Bank, coupon account,	28,000	00
McCalmont Bros. & Co., coupon account,	391	88
D. G. Bruce-Gardyne, coupon account,	3,039	37
Sundry debts and amounts due on account, November business,	15,178	13
Perkiomen Railroad Company, funded coupons, convenience account,	270	00
Income account,	714,693	72
	$2,881,227	94

LIABILITIES.

Stock subscription,	$38,040	00
Mortgage bonds,	799,600	00
Consolidated mortgage bonds,	1,125,000	00
Philadelphia and Reading Railroad Company, loan account,	680,140	42
Philadelphia and Reading Railroad Company, loan account, scrip,	100,980	00
Consolidated mortgage bonds 1873–1913, coupons payable one half in scrip,	270	00
Coupons due and unpaid,	12,389	70
Coupons, due December 1, 1884, (accrued,)	33,750	00
Coupons due April 1, 1885, (accrued,)	7,996	00
Bills payable and amounts due on account, November business,	8,061	82
Sinking fund bonds purchased and canceled,	75,000	00
	$2,881,227	94

Philadelphia and Reading.

Year ending November 30, 1884.

Officers.	*Residences.*
*George deB. Keim, President,	Philadelphia, Pa.
*Albert Foster, Secretary,	Philadelphia, Pa.
*W. A. Church, Treasurer,	Philadelphia, Pa.
George R. Kaercher, General Solicitor,	Philadelphia, Pa.
H. K. Nichols, Chief Engineer,	Philadelphia, Pa.
J. E. Wootten, General Manager,	Philadelphia, Pa.
J. Lowrie Bell, General Traffic Manager,	Philadelphia, Pa.
George Eltz, Superintendent of Transportation,	Reading, Pa.
I. A. Sweigard, Division Superintendent,	Philadelphia, Pa.
J. H. Olhausen, Division Superintendent,	Palo Alto, Pa.
H. W. Tracy, Division Superintendent,	Pine Grove, Pa.
W. S. Polhemus, Division Superintendent,	Mauch Chunk, Pa.
W. W. Stearms, Division Superintendent,	Elizabeth, N. J.

General offices at 227 South Fourth street, Philadelphia.

Directors.	*Residences.*
*J. B. Lippincott,	Philadelphia, Pa.
*I. V. Williamson,	Philadelphia, Pa.
*Franklin A. Comly,	Philadelphia, Pa.
*John Wanamaker,	Philadelphia, Pa.
*Joseph Wharton,	Philadelphia, Pa.
*Robert H. Sayre,	Bethlehem, Pa.

CAPITAL STOCK.

Amount authorized by law,	Unlimited.	
Amount now paid in: Common, $33,216,625 28; special or preferred, $1,551,800; total,	$34,768,425	28
Number of shares issued,	695,368.5057	
Amount paid in on each share,	50	00
Par value of each share,	50	00

*Elected January 12, 1885.

DEBT.

DESCRIPTION.	Coupon or registered	Date of maturity.	INTEREST. Rate.	When payable.	Amount.
$ mortgage bonds,	Coupon,	1880	6	Jan. and July,	$1,000 00
£ mortgage bonds,	do.	1910	6	do.	967.200 00
$ mortgage bonds,	do.	1910	6	do.	1,499 500 00
$ mortgage convertible bonds,	do.	1886	6	do.	79,000 00
$ mortgage bonds,	do.	1893	7	April and Oct.,	2,700,000 00
Gold $ or £ consolidated mortgage bonds,	do.	1911	6	June and Dec.,	6 999.000 00
Gold $ consolidated mortgage bonds,	do.	1911	6	do.	305 000 00
Gold $ consolidated mortgage bonds,	Regist'd,	1911	6	do.	858,000 00
$ consolidated mortgage bonds,	do.	1911	7	do.	3 339 000 00
$ consolidated mortgage bonds,	Coupon,	1911	7	do.	7,310,000 00
Gold $ or £ improvement mortgage bonds,	do.	1897	6	April and Oct.,	9 364 000 00
Gold $ or £ general mortgage bonds,	do.	1908	6	Jan. and July,	19.686,000 00
$ general mortgage bonds,	do.	1908	7	do.	5.000,000 00
$ income mortgage bonds,	do.	1896	7	June and Dec.,	2,454.000 00
Gold $ or £ general mortgage scrip,	do.	1882	6	Jan. and July,	195,570 00
Gold $ or £ general mortgage scrip extended,	do.	1885	6	do.	1,498,860 00
Gold $ or £ Perkiomen mortgage guarantee scrip,	do.	1882	6	do.	9,810 00
Gold $ or £ Perkiomen mortgage guarantee scrip extended,	do.	1885	6	do.	87,480 00
Gold $ consolidated mortgage bonds, first series, and scrip for same,	do.	1922	5	May and Nov.,	3,258 328 60
Gold $ consolidated mortgage bonds, second series, and scrip for same,	do.	1933	5	Feb. and Aug.,	1.732,052 53
Bonds and mortgages on real estate,	Various,	Various,	Various,	Various,	2,135 003 10
$ convertible adjustment scrip,	Coupon,	1888	6	Jan. and July,	3,007 730 00
Car trust certificates,	do.	1893	6	Feb. and Aug.,	1,800 000 00
Car trust certificates,	do.	1894	6	Mar. and Sept.,	1,110,000 00
$ debenture bonds,	do.	1893	6	Jan. and July,	642 800 00
$ debenture convertible bonds,	do.	1890	7	do.	27.000 00
$ debenture convertible bonds,	do.	1893	7	do.	10,389,900 00
$ debenture convertible bonds,	do.	1898	6	May and Nov.,	19 500 00
Debenture guarantee scrip,	do.	1882	6	Jan. and July,	205.359 10
Debenture guarantee scrip extended,	do.	1884	6	do.	356 660 00
Deferred income bonds and scrip for same,		Irredeble			7,670,427 09
Total amount of funded debt,					$94 708 177 42

Unfunded Debt.

Total amount of unfunded debt,	12,086 240 78
Total amount of funded and unfunded debt,	$106.794 418 20
Funded debt as per last report, $93,567,135 62	
Unfunded debt as per last report, 9,154,152 16	
Total cash realized from capital stock and debt,	$141 562 843 48

COST.

Total cost of roads owned to date, including machine-shops and tools,	$40,291,772	16
Average of same per mile of road laid,	$123,216	43
Average of same per mile of single track,	49,952	61
Proportion of same for Pennsylvania,	All in Pennsylvania.	
Total cost of equipment owned,	10,398,057	40
Average cost of equipment per mile of road owned by company,	$31,798	34
Average cost of equipment per mile of road operated by company,	7,128	79
Proportion of same for Pennsylvania,	All in Pennsylvania.	
Cost of road and equipment owned per mile of road owned by company,	155,014	77
Proportion of same for Pennsylvania,	All in Pennsylvania.	
Total cost of roads and equipment owned,	50,689,829	56
Proportion of same for Pennsylvania,	All in Pennsylvania.	

CHARACTERISTICS OF ROAD.

Main Line.		Miles. Whole length.	Miles. Length in Penn'a.
Length of main line, from Broad and Callowhill streets, Philadelphia, Pa , to West Falls, Pa.; Wayne Junction, Philadelphia, Pa., to Tabor Junction, Pa.; Port Richmond, Pa., to Mount Carbon, Pa.			
Length of single main track,		98.4	98.4
Length of second main track,		98.4	98.4
Branches.			
Northern Liberties and Penn Township branch, from Broad street, Philadelphia, to Delaware river, Philadelphia,	Length of road,	1.4	1.4
	Length of double track,	1.4	1.4
Port Kennedy branch, from Port Kennedy, Pa., to Cedar Hill Lime Kilns, Pa.,	Length of road,	1.2	1.2
	Length of single track,	1.2	1.2
Lebanon Valley branch, from Reading, Pa., to Harrisburg, Pa.,	Length of road,	53.7	53.7
	Length of single track,	9.2	9.2
	Length of double track,	44.5	44.5
Lebanon and Tremont branch, from Lebanon, Pa., to Brookside, Pa.,	Length of road,	42.2	42.2
	Length of single track,	42.2	42.2
Schuylkill and Susquehanna branch, from Auburn, Pa., to Rockville, Pa.,	Length of road,	53.4	53.4
	Length of single track,	53.4	53.4
Mt. Carbon branch, from Mt Carbon, Pa., to Mt. Laffee and Wadesville, Pa.,	Length of road,	8.5	8.5
	Length of single track,	8.5	8.5
Mahanoy and Shamokin branch, from New Castle, Pa., to Port Trevorton, Pa.; from Mahanoy City, Pa., to Port Trevorton, Pa.,	Length of road,	64.6	64.6
	Length of single track,	51.9	51.9
	Length of double track,	12.7	12.7
Moselem branch, from Leesport, Pa., to Leesport Iron Company's Works, Pa.,	Length of road,	1.7	1.7
	Length of single track,	1.7	1.7
West Reading branch, from intersection with Lebanon Valley branch, near Third street, Reading, Pa., to foot of Sixth street, Reading, Pa.,	Length of road,	1.9	1.9
	Length of single track,	1.9	1.9
Leased Roads.			
Chester Valley railroad, from Bridgeport, Pa., to Downingtown, Pa.,	Length of road,	21.5	21 5
	Length of single track,	21.5	21.5
Colebrookdale railroad, from Pottstown, Pa., to Barto, Pa.,	Length of road,	12.8	12.8
	Length of single track,	12.8	12.8
Pickering Valley railroad, from Phœnixville, Pa., to Byers, Pa.,	Length of road,	11.3	11.3
	Length of single track,	11.3	11.3
East Pennsylvania railroad, from Reading, Pa., to Allentown, Pa.,	Length of road,	36 0	36.0
	Length of single track,	17.5	17.5
	Length of double track,	18.5	18.5
Allentown railroad, from Topton, Pa., to Kutztown, Pa.,	Length of road,	4.5	4.5
	Length of single track,	4.5	4.5
Little Schuylkill railroad, from Port Clinton, Pa., to Tamanend and Reevesdale, Pa.,	Length of road,	28.1	28.1
	Length of single track,	28.1	28.1
Mine Hill and Schuylkill Haven railroad, from Schuylkill Haven, Pa., to Locust Gap Junction, Tremont and New Lincoln, Pa.,	Length of road,	53.1	53.1
	Length of single track,	31.3	31.3
	Length of double track,	21.8	21.8
Mt. Carbon and Port Carbon railroad, from Mt. Carbon, Pa., to Palo Alto, Pa.	Length of road,	2.5	2.5
	Length of double track,	2.5	2.5
Mill Creek railroad, from Palo Alto, Pa., to New Castle, Pa.,	Length of road,	3.8	3.8
	Length of double track,	3 8	3.8

Schuylkill Valley railroad, from Palo Alto, Pa, to Reevesdale, Pa.,	Length of road,	11.0	11 0
	Length of single track,	5.7	5.7
	Length of double track,	5.3	5.3
East Mahanoy railroad, from East Mahanoy Junction, Pa., to St. Nicholas, Pa.,	Length of road,	10.7	10.7
	Length of single track,	8.6	8.6
	Length of double track,	2.1	2.1
Shamokin, Sunbury and Lewisburg railroad, from West Milton, Pa., to Shamokin, Pa.,	Length of road,	31.1	31.1
	Length of single track,	31.1	31.1
Philadelphia, Germantown and Norristown railroad, from Philadelphia, Pa., to Chestnut Hill, Norristown, Oreland, Pa.,	Length of road,	33.5	33 5
	Length of single track,	13.1	13.1
	Length of double track,	20.4	20.4
Catawissa railroad, from Tamanend, Pa., to Newberry Junction, Pa.,	Length of road,	96.5	96.5
	Length of single track,	96.5	96.5
Philadelphia and Chester Branch, from Gray's Ferry, Pa., to Thurlow, Pa.,	Length of road,	14.2	14.2
	Length of single track,	9.3	9.3
	Length of double track,	4.9	4.9
North Pennsylvania railroad, from Front and Noble streets, Philadelphia, to Bethlehem, Lansdale to Doylestown, Jenkintown to center of Delaware river,	Length of road,	86.4	86.4
	Length of single track,	36.5	36.5
	Length of double track,	49.9	49.9
Delaware and Bound Brook railroad, from Trenton Junction, N. J., to Trenton, N. J., from center of Delaware river, Pa., to Bound Brook Branch, N. J.,	Length of road,	30.7	
	Length of single track,	3.7	
	Length of double track,	27.0	
Norristown Junction railroad, from Mill street, Norristown, Pa., to Main street, Norristown, Pa.,	Length of road,	0.4	0.4
	Length of double track,	0.4	0.4
Schuylkill and Lehigh railroad, from High's farm, below Reading, Pa., to Slatington, Pa.,	Length of road,	44.0	44.0
	Length of single track,	44.0	44.0
Central railroad of New Jersey, from Jersey City, N. J., to Phillipsburg, N. J.,	Length of road,	98.7	
	Length of single track,	16.0	
	Length of double track,	82.7	
Constable Hook railroad, from Centreville, N. J., to Constable Hook, N. J.,	Length of road,	2.0	
	Length of single track,	2.0	
South Branch railroad, from Somerville, N. J., to Flemington, N. J..	Length of road,	15.8	
	Length of single track,	15.8	
Manufacturers' railroad, from Brills, N. J., to Passaic river, N. J.,	Length of road,	1.5	
	Length of single track,	1.5	
High Bridge branch, from High Bridge N. J , to German Valley, N. J.,	Length of road,	15.8	
	Length of single track,	15.8	
Longwood Valley railroad, from German Valley, N. J., to Port Oram, N. J.,	Length of road,	13.8	
	Length of single track,	13.8	
Dover and Rockaway railroad, from Port Oram, N. J., to Rockaway, N. J.,	Length of road,	4.7	
	Length of single track,	4.7	
Lake Hopatcong railroad, from Hopatcong Junction, N. J., to Lake Hopatcong, N. J.,	Length of road,	5.6	
	Length of single track,	5.6	
Ogden Mine railroad, from Lake Hopatcong, N. J., to Ogden, N. J.,	Length of road,	10.0	
	Length of single track,	10.0	
Long Branch and Sea Shore railroad, from Sandy Hook, N. J., to Long Branch, N. J.,	Length of road,	10.6	
	Length of single track,	10.6	
New Jersey Southern railroad, from Long Branch, N. J., to Eatontown, N. J., from Port Monmouth, N. J., to Atco, N. J.,	Length of road,	78.0	
	Length of single track,	78.0	
West End railroad, from East Long Branch, N. J., to West End, N. J.,	Length of road,	1.4	
	Length of single track,	1.4	
Toms River railroad, from Manchester, N. J., to Toms river, N. J.,	Length of road,	7.5	
	Length of single track,	7.5	
Toms River and Waretown railroad, from Toms river, N. J., to Barnegat, N. J.,	Length of road,	14.8	
	Length of single track,	14.8	

Vineland railway, from Atsion, N. J., to Bayside, N. J.,	Length of road,	46.8	
	Length of single track,	46.8	
New York and Atlantic Highlands railroad, from Hopping, N. J., to Atlantic Highlands, N. J.,	Length of road,	2.8	
	Length of single track,	2.8	
Lehigh and Susquehanna railroad, from Phillipsburg, N. J., to Union Junction, Pa.,	Length of road,	159.3	159.3
	Length of single track,	91.4	91.4
	Length of double track,	67.9	67.9
Spring Brook railway, from Moosic, Pa., to Dale's Mills, Pa.,	Length of road,	8.0	8.0
	Length of single track,	8.0	8.0
Nesquehoning Valley railroad, from Nesquehoning Junction, Pa., to Tamanend, Pa.,	Length of road,	16.6	16.6
	Length of single track,	9.3	9.3
	Length of double track,	7.3	7.3
Tresckow railroad, from Silver Brook, Pa., to Audenreid, Pa.,	Length of road,	7.5	7.5
	Length of single track,	7.5	7.5
Summit Hill railroad, from Mauch Chunk, Pa., to Summit Hill, Pa.,	Length of road,	18.4	18.4
	Length of single track,	18.4	18.4
New York and Long Branch railroad, from north end of Raritan river bridge, near Perth Amboy, N. J., to Bay Head Junction, N. J.,	Length of road,	38.0	
	Length of double track,	38.0	
Smyrna and Delaware Bay railroad, from Pierson's cove, Del., to Massey's Junction, Md.,	Length of road,	20.0	
	Length of single track,	20.0	
Kent County railroad, from Massey's Junction, Md., to Chestertown, Md.,	Length of road,	21.0	
	Length of single track,	21.0	
Kent County railroad extension, from Norton Junction, Md., to Nicholson, Md.,	Length of road,	4.0	
	Length of single track,	4.0	

Summary.

Length of main line,	98.4	98.4
Length of branches owned by the company,	228.6	228.6
Length of leased roads,	1,154.7	711.2
Length of operated roads,	106.6	106.6
Length of second track,	509.5	361.8
Length of sidings and other tracks not above enumerated,	963.5	736.8
Length of all tracks,	3,061.3	2,243.4

Gauge.

Gauge of lines, ... 4 ft. $8\frac{1}{2}$ in.

Track.

Miles of track laid with steel rail on lines owned, leased, or operated, whole length, 1,119.96; in Pennsylvania, 774.57

Miles of track laid with iron rail on lines owned, leased, or operated, whole length, 1,941.34; in Pennsylvania, 1,468.83

Weight of rail per yard, . . Steel, ... 56, 60, 68, 70, 88

Iron, ... 56, 58, 60, 64, 68, 70

Telegraph Lines.

Length of lines in miles, 617.8; in Pennsylvania, ... 269.8

Number of miles of wire, 1,445.36; in Pennsylvania, . . . 718.36

Bridges and Trestles.

Number of bridges and trestles on lines owned by the company, ... 476

Wooden bridges, number of, 133; aggregate length, . . 8,512 feet.

Stone bridges, number of, 119; aggregate length,	8,384 feet.
Iron bridges, number of, 67; aggregate length,	4,188 feet.
Wooden trestles, number of, 156; aggregate length,	10,005 feet.
Iron trestles, 1; aggregate length,	180 feet.
Total length of bridges and trestles,	31,359 feet.

Crossings.

Railroads crossing at grade lines owned by the company in this Commonwealth: River Front railroad, at Willow street, Philadelphia, Pa.; Philadelphia and Trenton railroad, at Trenton avenue, Philadelphia, Pa.; Cornwall railroad, at Lebanon, Pa.; Northern Central railroad, at Herndon, Pa.; Schuylkill and Lehigh railroad. at Reading, Pa.; Mine Hill and Schuylkill Haven railroad, at Schuylkill Haven, Pa.

Railroads crossing lines owned by the company either over or under grade in this Commonwealth: Connecting (Pennsylvania) railroad, west of Spring Garden water works, Philadelphia, Pa.; North Pennsylvania railroad, at six hundred feet north of Second street, Richmond branch, Philadelphia, Pa.; Connecting (Pennsylvania) railroad, at eight hundred feet north of Sixth street, Philadelphia, Pa.; Philadelphia, Germantown and Norristown railroad, at Nicetown, Philadelphia, Pa.; Philadelphia, Germantown and Chestnut Hill railroad, at one half mile west of Nicetown, Pa.; Philadelphia, Germantown and Norristown railroad, at one mile east of West Falls, Pa.; Pennsylvania Schuylkill Valley railroad, at twelve hundred feet below West Manayunk, Pa.; Pennsylvania Schuylkill Valley railroad, at twelve hundred feet above Phœnixville, Pa.; Pennsylvania Schuylkill Valley railroad, at Reading, Pa.; Schuylkill and Lehigh railroad, at Tuckerton, Pa.; Schuylkill and Lehigh railroad, at Reading, Pa.; Lehigh Valley railroad, at Kohinoor colliery, Shenandoah City, Pa.; Lehigh Valley railroad, at Big Mine Run, near Ashland, Pa.; Lehigh Valley railroad, at Shenandoah City, Pa.; Mine Hill and Schuylkill Haven railroad, at Locust Gap Junction, Pa.; Mine Hill and Schuylkill Haven railroad, at Big Mine Run, near Ashland, Pa.; Lehigh Valley railroad, at Preston Junction, near Girardville, Pa.

Number of crossings of highways, at grade, in this Commonwealth,	1,587
Number of crossings of highways over railroad,	188
Number of crossings of highways under railroad,	227
Number of crossings at which gates or flagmen are maintained,	231
Number of crossings at which there are neither gates nor flagmen,	1,356

Statement of regulations governing employés in regard to these crossings:

"Crossing watchmen are required to stand fairly on the crossing, on the approach of an engine or train, and must give warning to persons on foot,

and to the drivers of street-cars, wagons, and other vehicles in ample time to prevent them from attempting to cross until the engine or train has passed. They must not in any case give signals to the drivers of street-cars to proceed, but must give such a signal to the driver of every other class of vehicle when the crossing is clear for them to pass." "They must be upon the crossing at all times while on duty, and must have their blue flag conspicuously displayed during the day time, and their green light at night. They must commence using the light as early in the evening as may be required to make their signals clearly observable."

Stations.

Number of stations on main line: Passenger and freight, 39; in Pennsylvania,	39
Number of stations on branches: Passenger and freight, 50; in Pennsylvania,	50
Number of stations on leased roads: Passenger and freight, 339; in Pennsylvania,	217
Number of engine-houses and shops owned by the company, 34; in Pennsylvania,	34
Number of wood and water stations on main line, 65; in Pennsylvania,	65
Number of wood and water stations on branches, 9; in Pennsylvania,	9
Number of wood and water stations on leased roads, 167; in Pennsylvania,	125
Value of real estate held by the company, exclusive of roadway, $8,525,585 43; in Pennsylvania,	$8,438,387 30
Number of tunnels on all lines owned by the company, 3; in Pennsylvania,	3
Aggregate length of tunnels, 4,477 feet; in Pennsylvania,	4,477 feet.

Material of foundation upon which track is laid: Crushed stone, coal and furnace cinder, coal dirt, gravel, sand, wooden and iron cross-ties.

Equipment.		Number.	Average cost of each.
Locomotives,		940	$9,469 00
Passenger cars, first class,	783		4,926 00
Passenger cars, second class,	49		2,082 00
Total passenger cars,		832	4,758 00
Baggage, mail, and express cars,		122	1,514 00
Freight cars, 16-wheel,	1		750 00
Freight cars, 8-wheel,	10,944		440 00
Freight cars, 6-wheel,	747		281 00
Freight cars, 4-wheel,	867		176 00
Total freight cars,		12,559	413 00
Coal cars, 8-wheel,	10,897		430 00
Coal cars, 4-wheel,	31,604		197 00
Total coal cars		42,501	257 00
Steamboats, (including ferry boats and tugs,)		28	112,393 00
Floating equipment, other than steamboats,		96	3,047 00
Cars, transportation department, 8-wheel,		69	829 00
Cars, transportation department, 4-wheel,		400	248 00
Cars, roadway department, 8-wheel,		147	433 00
Cars, roadway department, 4-wheel,		847	211 00
Hand-cars and hand-trucks,		885	27 00

Train brake in use: Westinghouse automatic air brake.

Average number of cars in passenger trains, including mail, express, and baggage cars,	4
Average number of cars in freight trains,	17
Average number of cars in coal trains,	41
Average weight of passenger trains, including locomotive and tender, in working order, in tons, 2,000 pounds,	141
Average weight of freight trains, including locomotive and tender, in working order, in tons, 2,000 pounds,	306
Average weight of coal trains, including locomotive and tender, in working order, in tons, 2,240 pounds,	800

Employes.

Average number of persons regularly employed by company, not including canals,	18,989
Same in Pennsylvania,	14,364

DOINGS OF THE YEAR.
Transportation and Total Miles Run.

Number of miles run by passenger trains,	5,908,810
Number of miles run by freight trains,	4,227,804
Number of miles run by coal trains,	4,728,243
Number of passengers carried one mile in Pennsylvania,	177,461,713
Number of tons (2,000 pounds) of merchandise and coal carried one mile on main line and branches, including material for use of road,	1,793,064,242

Number of tons (2,000 pounds) of merchandise and coal carried one mile in Pennsylvania, including materials for use of road,	1,429,754,150
Gross amount of tonnage for the year, (2,000 pounds per ton,) including material for use of road and weight of passengers,	24,357,931
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	22
Average rate of speed adopted by express trains, including stops, (miles per hour,)	45
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	20
Average rate of speed adopted by coal trains, including stops, (miles per hour,)	12

The Amount of Freight, in Tons of 2,000 Pounds.

Anthracite coal,	12,830,030	Merchandise and manufactures,	1,071,349
Bituminous coal,	475,567	Live stock,	84,253
Petroleum and other oils,	630,642	Lumber,	692,017
Pig-iron,	526,668	Other articles and express goods, company's merchandise, materials, passengers, baggage, &c.,	4,033,888
Railroad iron,	129,417		
Other iron or castings,	510,458		
Iron and other ores,	970,041		
Stone and lime,	969,662		
Agricultural products,	1,433,939	Total,	24,357,931

The Rate Per Ton, (of 2,000 pounds,) Per Mile Charged for Freight.

For freight and tolls on merchandise, per ton of 2,000 pounds, per mile, proximate average,	1.72 cents.
For freight and tolls on coal, per ton of 2,240 pounds, per mile, proximate average,	1.29 cents.

EARNINGS FOR THE YEAR—From Transportation of Passengers.

MONTHS.	THROUGH.			LOCAL.			TOTALS.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
December, 1883,							1,840,351	23,272,655	$430,825 19
January, 1884,							1,809,498	22,076,414	398,419 78
February, 1884,							1,627,926	18,757,634	862,906 45
March, 1884,							1,776,591	20,583,966	393,319 64
April, 1884,							1,985,940	24,435,696	449,154 27
May, 1884,							2,427,133	31,146,354	551,015 82
June, 1884,							1,775,151	22,482,225	426,733 28
July, 1884,							2,253,144	32,283,478	607,575 98
August, 1884,							2,296,192	33,548,493	621,584 38
September, 1884,							2,344,791	32,600,974	572,614 17
October, 1884,							2,087,665	27,102,861	503,190 65
November, 1884,							1,787,386	21,080,500	391,974 54
Totals,							24,011,768	309,371,250	$5,709,314 15

The Rate of Fare for Passengers Charged for the Respective Classes per Mile.

For passengers, proximate average per mile, 1.85 cents.

From Transportation of Freight.

MONTHS.	MERCHANDISE.			COAL.			TOTALS.		
	Tons—2,000 lbs.	Money.	Tons—2,000 lbs., 1 mile.	Tons—2,240 lbs.	Money.	Tons—2,240 lbs., 1 mile.	Tons.	Money.	Mileage.
December, 1883,	550,860	$600,434 74	32,521,507	761,511	$1,099,781 95	78,600,518			
January, 1884,	531,467	603,761 26	32,713,403	661,569	939,711 60	69,002,519			
February, 1884,	550,634	591,123 47	35,657,827	654,333	917,336 08	68,332,276			
March, 1884,	623,620	699,871 33	39,630,444	658,254	890,385 22	66,435,531			
April, 1884,	718,741	785,380 78	45,054,902	1,056,215	1,326,921 94	105,887,099			
May, 1884,	737,730	762,678 16	46,006,607	980,890	1,173,444 19	95,454,735			
June, 1884,	599,585	722,727 46	40,564,071	704,915	811,588 45	67,674,606			
July, 1884,	621,373	671,536 02	38,762,636	944,594	1,188,883 44	92,640,326			
August, 1884,	632,603	731,156 01	40,510,235	1,325,052	1,623,174 24	124,025,354			
September, 1884,	655,319	795,485 69	43,134,523	983,990	1,237,127 64	99,249,321			
October, 1884,	665,035	791,466 75	47,420,959	1,144,006	1,342,977 44	106,716,504			
November, 1884,	566,766	560,360 39	40,595,094	1,131,789	1,431,209 06	108,732,395			
Totals,	7,453,733	$8,315,982 66	482,572,208	11,007,118	$13,982,541 25	1,082,751,184		$22,298,523 31	

From all other Sources.

MONTHS.	Mails.		Steam colliers and barges.		Miscellaneous and shipping.		Total.	
December, 1883,	$6,599	58	$54,621	53	$88,818	12	$150,039	23
January, 1884,	6,664	59	43,382	80	205,198	83	255,246	22
February, 1884,	6,664	59	44,648	72	76,465	21	127,778	52
March, 1884,	6,664	54	41,440	49	156,053	04	204,158	07
April, 1884,	6,664	59	39,982	44	183,411	90	230,058	93
May, 1884,	6,945	98	47,249	81	167,999	88	222,195	67
June, 1884,	6,348	59	37,780	82	80,206	60	124,336	01
July, 1884,	6,267	67	34,459	99	183,810	62	224,538	28
August, 1884,	6,699	65	42,638	29	156,893	20	206,231	14
September, 1884,	6,510	93	35,456	38	164,639	43	206,606	74
October, 1884,	6,668	80	36,657	76	168,572	20	211,898	76
November, 1884,	6,670	19	43,782	90	15,691	81	66,144	90
Total,	$79,369	70	$502,101	93	$1,647,760	84	$2,229,232	47

RECAPITULATION.

Total passenger earnings for the year,	$5,709,314	15
Total merchandise and coal earnings for the year,	22,298,523	31
Total receipts from all other sources,	2,229,232	47
Total earnings for the year,	$30,237,069	93
Proportion of receipts in Pennsylvania to earnings of whole line,	$22,703,954	90

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.	Passenger.	Freight.	Total.	
Officers clerks, agents, &c.,			$1,056,390	05
Engineers, conductors, firemen, brakemen, plane hands, &c.,			3,737,808	90
Expenses of stations, except labor,			178,570	61
Labor at stations,			493,796	94
Stationery, printing, advertising, &c.			154,597	08
Telegraph expenses,			129,143	60
Watchmen at depots, shops, signal towers, &c.,			396,710	71
Pumping water, water-rents, and sundries,			219,506	59
Steamboat and ferry expenses,			400,052	66
Total,			$6,766,577	14
Motive Power.				
Fuel for locomotives,			$1,374,587	88
Locomotives, repairs of,			1,199,740	18
Oil for locomotives and cars,			208,312	60
Tallow, lard, cotton, waste, &c., for locomotives and cars,			131,706	58
Tools and machinery, repairs of,			58,090	67
Total,			$2,972,437	91
Maintenance of Way.				
Ballast,			$187,806	82
Bridges, repairs of,			360,870	60
Officers, clerks, &c.,			113,576	79
Cross-ties,			395,394	52
Frogs,			36,664	14
Incidentals, stationery, printing, furniture, &c.,			15,428	15
Oil, tallow, waste, &c.,			14,198	78

Rails, iron and steel,	$412,446	45
Buildings, depots, and fixtures, repairs of,	340,119	93
Snow and ice, removing,	76,071	68
Spikes,	20,111	65
Splices,	79,680	43
Switches,	63,060	71
Tools and repairs of tools and hardware,	34,887	30
Track, road-bed, &c., repairing, labor and materials,	1,170,491	19
Wharves,	125,526	29
Watchmen,	64,614	02
Total,	$3,510,949	45
Maintenance of Cars.		
Cars, repairs of, merchandise and coal,	$1,479,948	24
Cars, repairs of passenger, baggage, express, and postal,	418,473	57
Total,	$1,898,421	81
General Expenses.		
Insurance,	$20,264	23
Repairs, &c., of company's property rented,	49,539	90
Salaries of president, other officers, clerks, &c.; legal and advertising expenses, stationery, printing, &c.,	587,597	14
Taxes on property,	214,619	83
Taxes on gross receipts and capital stock,	213,649	38
Rents of laterals, &c.,	8,971,215	42
Shipping expenses, Port Richmond, Elizabethport and Port Johnson,	349,785	41
Profit and loss, damages, &c.,	128,897	08
Steam colliers and coal barges,	521,640	92
Total,	$11,057,209	31

EARNINGS—Summary.

Passenger transportation,	$5,709,314	15
Merchandise and coal transportation,	22,298,523	31
Mail service,	79,369	70
Miscellaneous steam colliers and coal barges,	2,149,862	77
Total,	$30,237,069	93

EXPENSES—Summary.

	Passenger.	Freight.	Total.	
Conducting transportation,			$6,766,577	14
Motive power,			2,972,437	91
Maintenance of way,			3,510,949	45
Maintenance of cars,			1,898,421	81
General expenses,			11,057,209	31
			$26,205,595	62
Less credit for proportion of materials received from C. R. R. C. of N. J. account lease, May 29, 1883,			150,000	00
Total operating expenses,			$26,055,595	62
Operating expenses, not including steam colliers and coal barges, 86.7 per cent. of earnings.				
Earnings per mile of road operated, not including steam colliers and coal barges,			$31,542	40
Expenses per mile of road operated, not including steam colliers and coal barges,			18,607	52
Net earnings, not including loss on canals,			4,181,474	31

BALANCE SHEET.

DR.			DURING YEAR 1884.	
			Increase.	Decrease.
Capital Accounts.				
Railroad,		$27 359 976 48		
Depots,		4.724.687 64		
Locomotive engines and cars,		10 398.057 40		
Locomotive engines and cars in car trusts,		3 415.377 22	$1,138,592 85	
Real estate,		8 207,108 04		
Philadelphia, Reading and Pottsville Telegraph Company stock,		20.730 00		
East Pennsylvania Railroad Company stock,		949 358 13		
Reading and Columbia Railroad Company stock		232 480 00		
Allentown Railroad Company stock.		320.582 99		
East Mahanoy Railroad Company stock,		247,295 61		
Mine Hill and Schuylkill Haven Railroad Company stock,		159.499 75		
Philadelphia and Reading Coal and Iron Company stock,		8 000,000 00		
Philadelphia and Reading Coal and Iron Company bond and mortgage July 1, 1874,	$29,737,965 53			
Philadelphia and Reading Coal and Iron Company bond and mortgage December 28, 1876	10 000,000 00			
		39,737,965 53		
Steam colliers,		2 561 245 24		
Susquehanna canal coal barges,		15 363 20		
Schuylkill canal coal barges,		473,002 21		
Schuylkill Navigation Company works and franchises,		1 000 000 00		
		$107.822 729 44		
New engines and cars, new tracks and sidings, new bridges and depots, real estate, &c.,		663 431 35	663,431 35	
ASSETS.				
Cash on hand,	$193.451 71			$425.348 60
Bills receivable,	390.503 42			62,566 69
Freight and toll bills,	1,173 741 79			9,621 31
	$1,757,701 92			
Stocks and bonds held by the company and by the receivers,	14.225 625 89			2 461 428 69
Materials on hand,	1,618 572 87		38 586 30	
Debts due to the company and to the receivers:				
Due by leased lines in stock or bonds for new work, $1,871,271 62			714,357 27	
Due by leased and controlled lines account advances, &c., 4.759 033 10			1,229,207 42	
Due by connecting railroad companies, 334,317 80				224 863 57
Due on account current business, 418 928 89				
	7 383,551 41			649,504 21
		24 985,452 09		
Due by Philadelphia and Reading Coal and Iron Company,		15,850.359 80	1,617 206 87	
Philadelphia and Reading Coal and Iron Company coupons and interest purchased,		164.270 00	164,270 00	
Sundry debits,		411.453 68		43.457 81
Funded coupons not yet matured,		230 909 00		461,818 00
Expenses account deferred income bonds and 5 per cent. consols,		297,113 44		1,207 06
Loss on Central Railroad Company of New Jersey stock,		1,390,840 68	1,390,840 68	
Discount, commission, and expenses of general mortgage loan, 1874-1908, issue of $10,000,000 in January, 1876,		500,000 00		
INCOME ACCOUNTS.				
Loss for year ending November 30, 1884, Philadelphia and Reading Railroad Company,	$2 554 888 37			
Less profit per report November 30 1883. Philadelphia and Reading Railroad Company,	610 190 38			
	$1,944,698 29			
Loss of Philadelphia and Reading Coal and Iron Company for year 1884,	800 362 50			
		2.745,060 79	3.355,251 17	
		$155,061.670 27	$10.311.793 91	$4,339,816 04
Less amount of decrease,			4 339 816 04	
Total amount of increase,			$5.971 977 87	

BALANCE SHEET.

CR.			DURING YEAR 1884.	
			Increase.	Decrease.
Capital Accounts.				
Prior mortgage loans,		*$5 246 700 00		
Consolidated mortgage loan, 1871-1911,		†18,811,000 00		
Improvement mortgage loan, 1873-1897,		‡9,364,000 00		
		$33,421 700 00		
General mortgage loan, 1874-1908,		24,686,000 00		
General mortgage, gold $ or £, scrip,	$1,694.430 00		$180 00	
Perkiomen mortgage guar., gold $ or £, scrip,	97,290 00			
		1,791,720 00		
Income mortgage loan, 1876-96,		2,454.000 00		
5 per cent. consols, mort. loan, 1882 1922, 1st ser.,		3,258,323 60	125 264 50	
5 per cent. consols, mort. loan, 1883 1933, 2d ser.,		1,732 052 53	42,465 00	
		$67 343 801 13		
Bonds and mortgages on real estate,		2,135 000 10	85 969 15	
Total mortgage loans,		$69,478 801 23		
Convertible adjustment scrip, 1883-88,		3,007.730 00	16,370 00	
Car Trust certificates, issue of February 15, 1883,		1 800,000 00		$200,000 00
Car Trust certificates, issue of March 15, 1884,		1,110,000 00	1,110,009 00	
Debenture loans,	$662,300 00			8 200 00
Debenture convertible loans	10,416,900 00			
		11,079,200 00		
Debenture and guarantee scrip,		562 019 10		51,125 00
Loans of Schuylkill Navigation Company,		2,578.250 00		
Loan of East Penna. R. R Co., maturing 1888		495 900 00		
Common stock,	$33,216 625 28		33 750 00	
Preferred stock,	1,551,800 00			
		34 768,425 28		
Deferred income bonds, (nominal par, $25,568,-090 30,)		‡7 670,427 09	20,118 15	
		$132 550 752 70		
LIABILITIES.				
Bills payable and loans,	$8,463,790 39		2,638,640 39	
Due on acct. of purchases of stocks and bonds,	859,215 45			2 469,786 71
Receivers' certificates for wages,	1,995,000 00		1,995,000 00	
Receivers' certificates for materials and supplies,	768,234 94		768,234 94	
Total floating debt,	$12 086,240 78			
Debts due by the company and by the receivers:				
Due to leased roads and canals, account rental, $2,548,465 93			904 914 10	
Unpaid interest and dividends, 1,574,872 11			419,603 47	
Due to connecting railroad companies, 641,889 38			94 434 34	
Due on account current business, 852 550 93				167,598 27
Due for wages, materials, drawbacks, &c., 1,550,982 64			13,479 53	
State tax on capital stock and gross receipts, 602,114 31			56.759 66	
	7,770,815 30			
Total floating debt and current liabilities,		19,857,056 08		
Philadelphia and Reading Coal and Iron Company, profit and loss account,		917 705 76	800 362 50	
Sundry credits,		384 303 51		12,825 42
Insurance funds,		568,831 48	74,839 71	
Materials received through lease of Central New Jersey lines,		295 019 33		300 137 00
Sinking fund, loan 1836-82,		166.070 45		
Sinking fund, Schuylkill Navigation company improvement bonds, due November 1, 1880,		228.000 00		
Mine Hill railroad accounts,		93 930 96		18 735 17
		$155 061,670 27	$9 200.385 44	$3 228,407 57
Less amount of decrease,			3,228 407 57	
Total amount of increase,			$5,971 977 87	

* $5,578 000 of consolidated mortgage loan held to meet the above. † $29,990,000 of general mortgage loans held to meet the above. ‡ This represents issue price.

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. The Philadelphia and Reading Railroad Company transacts its own express business.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. No transportation companies do business between local points on Philadelphia and Reading, or branches, other than lines of cars belonging to different railroad companies interchanging business with us.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? See answer to previous question.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor. No.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

SLEEPING CARS.

Names of owners of sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates. Sleeping-cars are run, the charges for the use of the berths being collected by the New York Central Sleeping Car Company and the Pullman Palace Car Company, who are the owners of the cars.

U. S. MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service. $79,369 70; no contracts; terms vary on the different branches.

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue, ... None during the year.

Date and per cent. of all cash dividends on stock of original and consolidated companies, ... None during the year.

Paid in dividends, { Stock, ... None paid.
Cash, ... Nothing.

ACCIDENTS TO PERSONS.

	From Causes beyond their own Control.		From their own Misconduct or Carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	. .	1	2	6	2	7
Employés,	24	47	6	14	30	61
Others,	6	6	67	41	73	47
Total,	30	54	75	61	105	115

Philadelphia and Erie.

Year ending December 31, 1884.

Officers.	*Residences.*
W. Hasell Wilson, President,	Philadelphia, Pa.
J. S. Vanzandt, Secretary and Treasurer,	Philadelphia, Pa.

General offices at No. 233 South Fourth street, Philadelphia, Pa.

Directors.	*Residences.*
* W. Hasell Wilson,	Philadelphia, Pa.
* J. N. DuBarry,	Philadelphia, Pa.
* Wistar Morris,	Philadelphia, Pa.
* Samuel Gustine Thompson,	Philadelphia, Pa.
* John P. Wetherill,	Philadelphia, Pa.
* N. Parker Shortridge,	Philadelphia, Pa.
* Henry D. Welsh,	Philadelphia, Pa.
* William J. Howard,	Philadelphia, Pa.
* William L. Elkins,	Philadelphia, Pa.
* Edmund Smith,	Philadelphia, Pa.
† J. Bayard Henry,	Philadelphia, Pa.
† Dennis F. Dealy,	Philadelphia, Pa.
† Edwin A. Gaskill,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Erie to Sunbury,	287.56	287.56
Length of single main track,	251.92	251.92
Length of second main track,	35.64	35.64

* Elected by stockholders. † Elected by Philadelphia city councils.

Philadelphia and Trenton.

Year ending December 31, 1884.

Officers.	*Residences.*
William H. Wilson, President,	Philadelphia, Pa.
James R. McClure, Secretary,	Philadelphia, Pa.
William Taylor, Treasurer,	Cambridge, N. J.

General offices at No. 233 South Fourth street, Philadelphia, Pa.

Directors.	*Residences.*
G. M. Dorrance,	Bristol, Pa.
G. B. Roberts,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Alexander Biddle,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
J. N. DuBarry,	Philadelphia, Pa.
J. P. Wetherill,	Philadelphia, Pa.
Alexander M. Fox,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
William Hasell Wilson,	Philadelphia, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Morrisville to Kensington, Philadelphia,		26.42	26.42
Length of second main track,		26.42	26.42
Length of third main track,		14.37	14.37
Branches.			
Tioga Street branch, from connection with P. and T. railroad in Kensington to Delaware river,	Length of road,	1.23	1.23
	Length of single track,	1.23	1.23
Leased Roads.			
Trenton Delaware bridge, from Morrisville, Pa., to Trenton, N. J., across the Delaware river,	Length of bridge,	0.19	0.095
	Length of double track,	0.19	0.095
Connecting Railway, from Frankford Junction to Mantua,	Length of road,	6.75	6.750
	Length of double track,	6.75	6.750

Philadelphia and Baltimore Central.

Year ending October 31, 1884.

Officers.	*Residences.*
Isaac Hinckley, President,	Philadelphia.
Robert Craven, Secretary and Treasurer,	Ridley Park, Pa.
L. K. Lodge, Division Superintendent,	Media, Pa.

General offices at 233 South Fourth street, Philadelphia.

Directors.	*Residences.*
Isaac Hinckley,	Philadelphia.
David Woelpper,	Chadd's Ford, Pa.
S. R. Dickey,	Oxford, Pa.
M. B. Hickman,	West Chester, Pa.
Edmund Smith,	Philadelphia.
N. Parker Shortridge,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from West Philadelphia to Octoraro Junction,	62.51	53.28
Length of single main track,	59.31	50.08
Length of second main track,	3.20	3.20
Branches.		
West Chester branch, from Wawa to West Chester, Length of road,	9.36	9.36
West Chester, Length of single track,	9.36	9.36
Leased Roads.		
Chester Creek railroad, from Wawa to Lamokin, Length of road,	6.62	6.62
to Lamokin, Length of single track,	6.62	6.62

ASSETS.

Construction,	$3,759,025	08
Equipment,	447,237	54
Real estate,	304,072	37
Accounts receivable,	1,100	00
Loans and deposits,	134,074	56
Profit and loss,	46,544	76
	$4,692,054	31

LIABILITIES.

Capital stock,	$2,495,650	00
Stock of original company outstanding,	3,728	81
Bonds,	2,100,000	00
Floating debt,	62,512	50
Interest on bonds,	30,163	00
	$4,692,054	31

Philadelphia, Wilmington and Baltimore.

Year ending October 31, 1884.

Officers.	*Residences.*
Isaac Hinckley, President,	Philadelphia, Pa.
Frank Thomson, Vice President,	Philadelphia, Pa.
Robert Craven, Secretary and Treasurer,	Ridley Park, Pa.
John Scott, General Solicitor,	Philadelphia, Pa.
W. H. Brown, Chief Engineer,	Philadelphia, Pa.
Charles E. Pugh, General Manager,	Philadelphia, Pa.

H. F. Kenney, General Superintendent, ... Ridley Park, Pa.
H. H. Carter, Maryland Division Superintendent, ... Wilmington, Del.
I. N. Mills, Delaware Division Superintendent, ... Clayton, Del.
L. K. Lodge, Central Division Superintendent, ... Media, Pa.

General offices at 233 South Fourth street, Philadelphia.

Directors.	*Residences.*
Isaac Hinckley,	Philadelphia, Pa.
S. M. Felton,	Philadelphia, Pa.
Jacob Tome,	Port Deposit, Md.
Charles Warner,	Wilmington, Del.
William Sellers,	Philadelphia, Pa.
Christian Febiger,	Wilmington, Del.
George B. Roberts,	Philadelphia, Pa.
Frank Thomson,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Benjamin F. Newcomer,	Baltimore, Md.
Edward Lloyd,	Tunis Mills, Md.
Skipwith Wilmer,	Baltimore, Md.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Philadelphia to Baltimore,		94.99	17.50
Length of single main track,		3.24	0.23
Length of second main track,		91.75	17.27
Branches.			
Southwark railroad, from Broad street, Philadelphia, to Almond street, Philadelphia,	Length of road,	1.71	1.71
	Length of single track,	0.34	0.34
	Length of double track,	1.37	1.37
Newark and Delaware City railroad branch, from junction near Newark, Del., to Delaware City, Del.,	Length of road,	11.79	
	Length of single track,	11.79	
Brandywine branch, from junction P., W. and B. R. R. to Augustine Mill,	Length of road,	2.16	2.16
	Length of single track,	2.16	2.16
New Castle and Wilmington railroad branch, from Delaware Junction, P., W. and B. R. R., to New Castle, Del.,	Length of road,	5.39	
	Length of single track,	5.39	
New Castle and Frenchtown railroad branch, from New Castle to junction with Delaware railroad,	Length of road,	6.77	
	Length of single track,	6.77	
*Port Deposit branch, from Port Deposit, Md., to Perrysville, Md.,	Length of road,	3.78	
	Length of single track,	3.78	
Cambridge and Seaford railroad branch, from Delaware and Maryland State line to Cambridge,	Length of road,	27.25	
	Length of single track,	27.25	
Leased Roads.			
Delaware railroad, from junction with N. C. and F. R. R. to Delmar, Del.	Length of road,	83.83	
	Length of single track,	83.83	
Townsend branch, from Townsend to junction Q. A. and K. R. R.,	Length of road,	9.15	
	Length of single track,	9.15	
Smyrna branch, from Clayton, Del., to Smyrna, Del.,	Length of road,	1.27	
	Length of single track,	1.27	
Seaford (or Dorchester) branch, from Seaford to Delaware and Maryland State line,	Length of road,	5.72	
	Length of single track,	5.72	

*Leased to the Columbia and Port Deposit railroad.

ASSETS.

Construction and equipment,	$13,745,256 25		
Steamer "Canton," half interest,	26,259 60		
Real estate,	377,454 07		
		$14,148,969	92
Stock and bonds,		1,904,115	93
Fuel and materials,		378,189	51
Trustees of sinking fund,		224,000	00
Accounts receivable,		267,487	86
Cash,		900,490	66
		$17,823,253	88

LIABILITIES.

Capital stock,		$11,818,350	00
Mortgage loan outstanding,		1,000	00
Registered bonds,		3,500,000	00
Ground rents,		76,666	66
Ten-year notes due 1887,		60,000	00
Pay-rolls and vouchers,	$474,323 01		
Interest and dividends,	476,778 00		
Sundry accounts,	116,667 29		
		1,067,768	30
Profit and loss,		1,299,468	92
		$17,823,253	88

Philadelphia, Newtown and New York.

Year ending November 30, 1884.

Officers.	*Residences.*
James Boyd, President,	Norristown, Pa.
Howard Boyd, Secretary and Treasurer,	Norristown, Pa.
James Boyd, General Solicitor,	Norristown, Pa.
George W. Yost, General Agent,	Norristown, Pa.
William M. Geary, Superintendent,	Philadelphia, Pa.

Directors.	*Residences.*
A. D. Campbell,	Philadelphia, Pa.
George deB. Keim,	Philadelphia, Pa.
John Hutchinson,	Philadelphia, Pa.
J. M. Cowden,	Norristown, Pa.
John Slingluff,	Norristown, Pa.
A. H. Seipt,	Norristown, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Philadelphia to Newtown,	20.9	20.9
Length of single main track,	20.9	20.9

ASSETS.

Construction,	$1,900,000	00
Materials on hand,	2,055	43
Cash on hand,	4,004	25
Ledger balances,	14,493	47
Deficit,	146,484	38
	$2,067,037	53

LIABILITIES.

Capital stock,	$1,200,000	00
Funded debt,	700,000	00
Balances due,	167,037	53
	$2,067,037	53

Philadelphia and Lehigh Valley.

Year ending December 31, 1884.

Officers, elected January 14, 1884. — *Residences.*

J. N. DuBarry, President, ... Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer, ... Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors, elected January 14, 1884. — *Residences.*

John P. Green, ... Philadelphia, Pa.
G. B. Roberts, ... Philadelphia, Pa.
N. Parker Shortridge, ... Wynnewood, Montgomery co., Pa.
Edmund Smith, ... Philadelphia, Pa.
Henry D. Welsh, ... Philadelphia, Pa.
J. Price Wetherill, ... Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from a connection with the Pennsylvania Schuylkill Valley railroad, near the mouth of Perkiomen creek, to Allentown, Pa., ...	40	40

Philadelphia, Germantown and Norristown.

Year ending September 30, 1884.

Officers. — *Residences.*

Winfield S. Wilson, President, ... Chester county, Pa.
William W. Stephens, Secretary and Treasurer, ... Philadelphia, Pa.

General offices at No. 12 Philadelphia Exchange, Philadelphia, Pa.

Managers.	*Residences.*
Winfield S. Wilson,	Chester county, Pa.
Thomas U. Walker,	Chester county, Pa.
John Slingluff,	Norristown, Pa.
George W. Longaker,	Norristown, Pa.
I. V. Williamson,	Philadelphia, Pa.
Richard Dale,	Philadelphia, Pa.
John F. Gilpin,	Philadelphia, Pa.
John A. Brown, junior,	Philadelphia, Pa.
Edwin N. Benson,	Philadelphia, Pa.
Lewis Elkin,	Philadelphia, Pa.
Joseph W. Johnson, junior,	Philadelphia, Pa.
George H. Colket,	Philadelphia, Pa.

ASSETS.

Road account,	Old accounts,	$1,139,078	84
Real estate account,		500,793	49
Equipment account,		367,988	09
Plymouth railroad account,		274,495	19
European N. A. railroad bonds,		3,000	00
Temporary loan,		6,210	00
Rent account,		32	62
Cash account,		24,381	87
		$2,315,980	10

LIABILITIES.

Capital stock,		$2,246,900	00
Contingent account,	Old accounts,	47,535	44
Miscellaneous expense account,		37	00
Organization account,		9,080	99
Interest account,		3,438	67
Unpaid dividends,		8,988	00
		$2,315,980	10

Pine Creek.

Year ending December 31, 1884.

Officers.	*Residences.*
Henry Sherwood, President,	Wellsboro', Pa.
George J. Magee, Vice President,	Watkins, N. Y.
William Howell, Secretary,	Antrim, Pa.
Cornelius Vanderbilt, Treasurer,	New York city.
Anton Hardt, Chief Engineer,	Wellsboro', Pa.

General offices at Wellsboro', Pa.

Directors.	*Residences.*
W. H. Vanderbilt,	New York city.
W. K. Vanderbilt,	New York city.
Cornelius Vanderbilt,	New York city.
Augustus Schell, (died March 27, 1884,)	New York city.
George J. Magee,	Watkins, N. Y.
William Howell,	Antrim, Pa.
E. G. Schieffelin,	Stokesdale, Pa.
Henry Sherwood,	Wellsboro', Pa.
Walter Sherwood,	Wellsboro', Pa.
Jefferson Harrison,	Wellsboro', Pa.
Jerome B. Niles,	Wellsboro', Pa.
Anton Hardt,	Wellsboro', Pa.
John W. Bailey,	Wellsboro', Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Stokesdale Junction to Newberry Junction,	$74\frac{8}{10}$	$74\frac{8}{10}$
Length of single main track,	$74\frac{8}{10}$	$74\frac{8}{10}$

ASSETS.

Construction, real estate, &c.,	$4,616,016	35
Accounts receivable,	218	29
Cash,	72	76
Profit and loss,	164,579	66
	$4,780,887	06

LIABILITIES.

Capital stock,	$999,000	00
Funded debt,	3,500,000	00
Unfunded debt, (construction,)	117,234	64
Unfunded debt, (other,)	164,652	42
	$4,780,887	06

Philadelphia, Germantown and Chestnut Hill.

Year ending December 31, 1884.

Officers.	*Residences.*
Henry D. Welsh, President,	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors, elected January 14, 1884.	*Residences.*
J. N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
H. H. Houston,	Philadelphia, Pa.
H. M. Phillips, (deceased,)	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Montgomery county, Pa.
J. P. Wetherill,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Germantown Junction to Chestnut Hill,	6.75	6.75
Length of single main track,	0.01	0.01
Length of second main track,	6.74	6.74

Pickering Valley.

Year ending November 30, 1884.

Officers.	*Residences.*
George deB. Keim, President,	Philadelphia.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

Directors.	*Residences.*
John Oberholtzer,	—
Daniel Keeley,	—
H. K. Brownback,	—
Jacob Beerbrower,	—
Samuel Butler,	—
Joseph J. Tustin,	—
Samuel Holman,	—
James Boyd,	—
Levi B. Kaler,	—
Francis Hallman,	—
Levi Oberholtzer,	—
Morris Fussell,	—
Jacob B. Latshaw,	—

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Phœnixville, Pa., to Byers, Pa.,	11.3	
Length of single main track,	11.3	

ASSETS.

Construction,	$479,926	08
Real estate,	800	00
Cash,	33	99
Sundry debits,	2,589	42
Profit and loss,	346,656	61
	$830,006	10

LIABILITIES.

Capital stock,	$95,655	00
First mortgage bonds,	332,300	00
Unfunded debt,	385,052	76
Sundry credits,	13,121	50
Coupons due April 1, 1885, (accrued,)	3,876	84
	$830,006	10

Pittsburgh, Virginia and Charleston.

Year ending December 31, 1884.

Officers.	*Residences.*
J. N. Du Barry, President,	Philadelphia, Pa.
D. P. Corwin, Secretary and Treasurer,	Pittsburgh, Pa.

General offices at Philadelphia, Pa.

Directors.	*Residences.*
George B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
W. J. Howard,	Philadelphia, Pa.
William L. Elkins,	Philadelphia, Pa.
D. A. Stewart,	Pittsburgh, Pa.
Charles E. Speer,	Pittsburgh, Pa.
John Scott,	Pittsburgh, Pa.
Joseph Walton,	Pittsburgh, Pa.
Thomas L. Daly,	Gibsonton, Pa.
George V. Lawrence,	Monongahela City, Pa

Pittsburgh Southern.

Year ending September 30, 1884.

Officers.	*Residences.*
Thomas M. King, President,	Pittsburgh, Pa.
J. B. Washington, Secretary,	Pittsburgh, Pa.
W. H. Ijams, Treasurer,	Baltimore, Md.
Thomas M. King, General Superintendent,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
Thomas M. King,	Pittsburgh, Pa.
J. B. Washington,	Pittsburgh, Pa.
H. S. Burgesser,	Pittsburgh, Pa.
Johns McCleave,	Pittsburgh, Pa.
John K. Cowen,	Baltimore, Md.
Robert Garrett,	Baltimore, Md.
Samuel Spencer,	Baltimore, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to Washington, Pa.,	36.20	36.20
Length of single main track,	36.20	36.20
Branches.		
Branch from Harding Junction to coal works, length of double track,	1.70	1.70
Street's Run branch, from Glenwood to Finleyville, length of single track,	15.66	15.66

Pittsburgh and Castle Shannon.

Year ending December 31, 1884.

Officers.	*Residences.*
John H. Ortman, President,	Pittsburgh, Pa.
S. Kaufman, Vice President,	Pittsburgh, Pa.
John Jahn, Secretary and Treasurer,	Pittsburgh, Pa.
S. Schoyer, junior, General Solicitor,	Pittsburgh, Pa.
James S. Devlin, Chief Engineer,	Pittsburgh, Pa.
James M. Bailey, General Superintendent,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
S. Kaufman,	Pittsburgh, Pa.
Walter Chess,	Pittsburgh, Pa.
Ernst Rohrkaste,	Pittsburgh, Pa.
Charles Kohlmeyer,	Pittsburgh, Pa.
F. N. Stuckey,	Pittsburgh, Pa.
B. J. Stenger,	Pittsburgh, Pa.
S. Gallinger,	Pittsburgh, Pa.
M. D. Hays,	Pittsburgh, Pa.
William Loeffler,	Pittsburgh, Pa.
P. F. Schuckman,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to Castle Shannon,	6	6

ASSETS.

Railroad and franchises,	$185,000	00
Equipment,	31,427	50
Coal lands,	41,565	67
Real estate,	38,770	00
Live stock,	5,307	00
Office furniture,	260	00
Mortgages receivable,	1,850	33
Book accounts,	13,397	06
Bills receivable,	12,409	46
Cash,	5,650	73
Profit and loss,	216,172	86
	$551,810	61

LIABILITIES.

Capital stock,	$481,400	00
First mortgage bonds,	59,900	00
Coal contract,	7,826	82
Coupons unpaid,	185	50
Book accounts due,	2,498	29
	$551,810	61

Pittsburgh and Connellsville.

Year ending September 30, 1884.

Officers.	*Residences.*
Robert Garrett, President,	Baltimore, Md.
J. B. Washington, Secretary, Treasurer, and Auditor,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
Robert Garrett,	Baltimore, Md.
Mendes Cohen,	Baltimore, Md.
Hugh Sisson,	Baltimore, Md.
Charles Webb,	Baltimore, Md.
William S. Bissell,	Pittsburgh, Pa.
John D. Scully,	Pittsburgh, Pa.
Charles L. Fitzhugh,	Pittsburgh, Pa.
George A. Berry,	Pittsburgh, Pa.
William Baldwin,	Connellsville, Pa.
William H. Markle,	Greensburg, Pa.
William H. Koontz,	Somerset, Pa.
C. C. Markle,	West Newton, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to Mt. Savage Junction,		146.50	143.80
Length of single main track,		87.80	85.10
Length of second main track,		58.70	58.70
Branches.			
Brinton branch, from Port Perry to Brinton,	Length of road,	0.90	0.90
	Length of single track,	0.90	0.90
Hickman Run branch, from Hickman to Cora Mines,	Length of road,	2.80	2.80
	Length of single track,	2.80	2.80
Leased Roads.			
Mount Pleasant and Broad Ford railroad, from Broad Ford to Standard,	Length of road,	10.00	10.00
	Length of single track,	10.00	10.00
Fayette County branch, from Gibson to Uniontown,	Length of road,	11.70	11.70
	Length of single track,	11.70	11.70

ASSETS.

Trustees' stock subscription fund,	$435	71
Construction,	13,741,985	15
Equipment,	470,698	49
Sinking fund, consolidated mortgage,	203,044	00
Profit and loss,	2,763,946	84
	$17,180,110	19

LIABILITIES.

Capital stock,	$1,944,400	00
Scrip stock,	252	50
Stock, partly paid,	11,438	55
Consolidated mortgage, gold,	6,292,000	00
Turtle Creek Division bonds,	326,600	00
First mortgage bonds,	4,000,000	00
Real estate bonds,	100,000	00
Balance of open accounts,	212,038	94
Baltimore and Ohio Railroad Company, general account,	4,293,380	20
	$17,180,110	19

Pittsburgh East End.

Year ending December 31, 1884.

Officers.	*Residences.*
W. S. Bissell, President,	Allegheny City, Pa.
James M. Christy, Secretary,	Pittsburgh, Pa.
John D. Scully, Treasurer,	Pittsburgh, Pa.
W. L. Chalfant, General Solicitor,	Pittsburgh, Pa.
Thomas P. Roberts, Chief Engineer,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
John D. Scully,	Pittsburgh, Pa.
W. L. Chalfant,	Pittsburgh, Pa.
James H. Lindsay,	Allegheny City, Pa.
N. M. McDowell,	Allegheny City, Pa.
Wilson McCandless,	Allegheny City, Pa.
George B. Hill,	Allegheny City, Pa.
William Semple,	Allegheny City, Pa.
Joshua Rhodes,	Allegheny City, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Grand street to Pittsburgh Driving Park and Turtle creek,	9.50	9.50
Branches.		
Squirrel Hill branch, from Thirteenth Ward, Pittsburgh, to Turtle creek,	15.00	15.00

ASSETS.

Survey, construction, engineering, right of way, rent, &c., ...	$17,907	34

LIABILITIES.

Capital stock, ...	$250,000	00
Unfunded debt, ...	3,839	59

Pittsburgh, Ft. Wayne and Chicago.

Year ending December 31, 1884.

Officers.	*Residences.*
Louis H. Meyer, President, ...	New York city, N. Y.
John J. Haley, Secretary and Treasurer, ...	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
Louis H. Meyer, ...	New York.
George W. Cass, ...	New York.
Samuel J. Tilden, ...	New York.
Charles Lanier, ...	New York.
George B. Roberts, ...	Philadelphia, Pa.
John N. Hutchinson, ...	Philadelphia, Pa.
J. N. McCullough, ...	Pittsburgh, Pa.
Charles E. Speer, ...	Pittsburgh, Pa.
L. B. Harrison, ...	Cincinnati, O.
William Hooper, ...	Cincinnati, O.
J. L. Williams, ...	Fort Wayne, Ind.
L. Z. Leiter, ...	Chicago, Ill.
John Sherman, ...	Wasnington city, D. C.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Chicago, Ill., . . .	467.97	48.80
Length of single main track, ...	377.50	11.88
Length of second main track, ...	90.47	36.92
Branches.		
Cummings branch, from South Chicago to Cummings, Ill., length of road, ...	1.57	
Leased Roads.		
New Castle and Beaver Valley railroad, from Homewood to New Castle, . . . Length of road, . . .	14.982	14.982
	14.982	14.982
Lawrence railroad, from Lawrence Junction, Pa., to Youngstown, Ohio, . . . Length of road,	17.98	9.36
	17.98	9.36
Lawrence railroad, Canfield branch, from Canfield Junction to Foster coal bank, Length of road,	4.06	
	4.06	

ASSETS.

Cost of railway, equipment, &c.,	$39,688,421	15
Sinking fund,	4,001,050	50
Trustees of sinking fund—cash to purchase bonds,	386,849	50
Winslow, Lanier & Co., cash to pay interest and dividends,	664,780	10
Materials transferred to lessee company July 1, 1869,	468,724	84
Miscellaneous securities in hands of trustees,	213,832	19
Cash,	22,159	27
	$45,445,817	55

LIABILITIES.

Capital stock,	$28,114,285	71
Funded debt,	12,510,000	00
Interest on funded debt—coupons not presented,	20,913	41
Dividends on stock not called for,	582,306	38
Balance,	4,218,312	05
	$45,445,817	55

Pittsburgh, Cincinnati and St. Louis.

Year ending December 31, 1884.

Officers.	*Residences.*
George B. Roberts, President,	Philadelphia, Pa.
J. N. McCullough, First Vice President,	Pittsburgh, Pa.
William Thaw, Second Vice President,	Pittsburgh, Pa.
Thomas D. Messler, Third Vice President and Comptroller,	Pittsburgh, Pa.
John E. Davidson, Treasurer,	Pittsburgh, Pa.
John W. Renner, Assistant Comptroller,	Pittsburgh, Pa.
A. McElevey, Auditor,	Pittsburgh, Pa.
M. C. Spencer, Assistant Treasurer,	Pittsburgh, Pa.
J. T. Brooks, General Counsel,	Pittsburgh, Pa.
M. J. Becker, Chief Engineer,	Columbus, Ohio.
James McCrea, Manager,	Columbus, Ohio.
S. B. Liggett, Secretary,	Pittsburgh, Pa.
S. W. White, Assistant Secretary,	Philadelphia, Pa.
William Stewart, General Freight Agent,	Pittsburgh, Pa.
E. A. Ford, General Passenger and Ticket Agent,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
George B. Roberts,	Philadelphia, Pa.
J. N. McCullough,	Pittsburgh, Pa.
William Thaw,	Pittsburgh, Pa.
Thomas D. Messler,	Pittsburgh, Pa.
H. H. Houston,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
J. P. Wetherill,	Philadelphia, Pa.
W. H. Barnes,	Pittsburgh, Pa.
D. S. Gray,	Columbus, Ohio.
R. Sherrard, Jr.,	Steubenville, Ohio.
G. W. McCook,	Steubenville.
J. P. Green,	Philadelphia, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Columbus, Ohio,		192.30	35.10
Length of single main track, including 1.3 miles leased between Pittsburgh and Washington pike,		163.70	11.40
Length of second main track,		28.60	23.67
Branch.			
Cadiz branch, from Cadiz Junction to Cadiz,	Length of road,	8.10	
	Length of single track,	8.10	
Leased and Operated Roads.			
Chartiers railway, from Mansfield, Pa., to Washington, Pa.,	Length of road,	22.76	22.76
	Length of single track,	22.76	22.76
Pittsburgh, Wheeling and Kentucky railroad, from Wheeling Junction to Benwood,	Length of road,	28.04	
	Length of single track,	28.04	
Cincinnati and Muskingum Valley railway, from Dresden Junction, Ohio, to Morrow, Ohio,	Length of road,	148.45	
	Length of single track,	148.45	
LITTLE MIAMI RAILROAD.			
From Columbus, Ohio, to Cincinnati, Ohio,	Length of road,	196.19	
	Length of single track,	93.86	
	Length of double track,	25.49	
From Xenia, Ohio, to Springfield, Ohio,	Length of single track,	19.31	
From Xenia, Ohio, to Richmond, Ind.,	Length of single track,	57.53	

Pittsburgh and Lake Erie.

Year ending December 31, 1884.

Officers.	*Residences.*
John Newell, President,	Cleveland, O.
D. Hostetter, Vice President,	Pittsburgh, Pa.
John G. Robinson, Secretary and Treasurer,	Pittsburgh, Pa.
D. T. Watson and Knox & Reed, General Solicitors,	Pittsburgh, Pa.
R. R. McCullough, Assistant Engineer,	Pittsburgh, Pa.
W. C. Quincy, General Manager,	Pittsburgh, Pa.

General offices at No. 77 Fourth avenue, Pittsburgh, Pa.

Directors.	*Residences.*
John Newell,	Cleveland, O.
D. Hostetter,	Pittsburgh, Pa.
Jacob Henrici,	Economy, Pa.
James I. Bennett,	Pittsburgh, Pa.
M. W. Watson,	Pittsburgh, Pa.
J. M. Bailey,	Pittsburgh, Pa.
Herbert DuPuy,	Pittsburgh, Pa.
Ralph Bagaley,	Pittsburgh, Pa.
A. E. W. Painter,	Pittsburgh, Pa.
James M. Schoonmaker,	Pittsburgh, Pa.
John Reeves,	Beaver Falls, Pa.
J. H. Devereux,	Cleveland, O.
D. Leet Wilson,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Youngstown, Ohio,	68.0	58.8
Length of single main track,	68.0	58.8
Length of second main track,	7.73	1.09
Branches.		
New Castle branch, from New Castle Junction to New Castle, Length of road,	3.0	3.0
New Castle branch, from New Castle Junction to New Castle, Length of single track,	3.0	3.0

ASSETS.

Construction,	$3,965,704	72
Locomotive equipment,	235,882	20
Passenger-car equipment,	96,255	35
Freight-car equipment,	786,836	75
Right of way,	515,745	35
Real estate,	383,818	15
Material on hand,	18,697	52
Cash,	70,954	97
Credit balances,	100,174	99
	$6,174,070	00

LIABILITIES.

Capital stock,		$2,050,000	00
First mortgage bonds,		2,000,000	00
Scrip certificates,		615,000	00
Real estate mortgages,		193,053	12
Equipment notes,		18,426	52
Temporary loans,		300,000	00
December pay-rolls and supplies,		65,000	00
Surplus, 1879, 1880, 1881, 1882, 1883,	$750,517 47		
Surplus, 1884,	182,072 89		
		932,590	36
		$6,174,070	00

Pittsburgh and Western.

Year ending November 30, 1884.

Officers.	*Residences.*
James Callery, President,	Allegheny.
Solon Humphreys, Vice President,	New York.
Thomas M. King, Vice President,	Allegheny.
H. D. Campbell, Secretary and Assistant Treasurer,	Allegheny.
J. P. Curtis, Treasurer and Assistant Secretary,	New York.
George Shiras, Jr., General Solicitor,	Pittsburgh.
H. A. Schwanecke, Chief Engineer,	Allegheny.
Thomas M. King, General Manager,	Allegheny.
J. T. Johnson, Superintendent,	Allegheny.

General offices at Allegheny, Pa.

Directors.	*Residences.*
James Callery,	Allegheny.
Solon Humphreys,	New York city
John W. Chalfant,	Allegheny.
M. K. Moorhead,	Pittsburgh.

A. M. Marshall, ... Pittsburgh.
Thomas M. King, ... Allegheny.
Robert Garrett, ... Baltimore.
H. W. Oliver, Jr., ... Pittsburgh.
John T. Terry, ... New York city.
Samuel Spencer, ... Baltimore.
John K. Cowan, ... Baltimore.
William Semple, ... Allegheny.
N. S. Hill, ... Baltimore.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Allegheny to New Castle,	63.9	63.9
Length of single main track, from Callery Junction to Mt. Jewett,	137.44	137.44
Branches.		
Duck Run branch, from Duck run to Crowthers, length of road,	. . . . .	3.075
Clarion branch, from Clarion Junction to Clarion, length of road,	. . . . .	6.2
Kane branch, from Kane Junction to Philadelphia and Erie depot, length of road,	. . . . .	0.7
Leased Roads.		
Pittsburgh, Cleveland and Toledo railroad, from New Castle Junction to Akron, Ohio, ... Length of road,	77.9	9.8
Length of single track,	77.9	9.8

ASSETS.

Construction,	$7,117,295	02
Cost of property,	7,030,646	93
Equipment,	749,884	93
Material on hand,	43,983	43
Current accounts,	828,686	60
Cash,	10,055	38
	$15,780,552	29

LIABILITIES.

Capital stock,	$7,250,000	00
Bonds,	5,707,500	00
Bills payable and current accounts,	2,458,361	34
Profit and loss,	364,690	95
	$15,780,552	29

Pittsburgh, Chartiers and Youghiogheny.

Year ending December 31, 1884.

Officers.	*Residences.*
J. E. Schwartz, President,	Pittsburgh, Pa.
George S. Griscom, Vice President and General Manager,	Pittsburgh, Pa.
R. T. Hill, Secretary and Treasurer,	Pittsburgh, Pa.
John G. McConnell, General Solicitor,	Pittsburgh, Pa.
George S. Davison, Chief Engineer,	Mansfield Valley, Pa.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
J. E. Schwartz,	Pittsburgh, Pa.
Jacob Henrici,	Economy, Pa.
Henry Hice,	Beaver, Pa.
John Reeves,	Beaver Falls, Pa.
Roger Hartley,	Pittsburgh, Pa.
B. F. Wilson,	Pittsburgh, Pa.
Edward Gregg,	Allegheny, Pa.
E. H. Stone,	Pittsburgh, Pa.
O. C. Scaife,	Allegheny, Pa.
John G. McConnell,	Pittsburgh, Pa.
William A. Robinson,	Allegheny, Pa.
William Miller,	Allegheny, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from	Chartiers to Junction No. 1, with Chartiers Valley,		7.4
	County farm to Junction No. 2, with Chartiers Valley,		1.0
			8.4
Branches.			
Painter's Run branch, from Junction No. 2, to Beadling Bros. coal works,	Length of branch,		1.9
	Length of single track,		1.9
Thomas Run branch, from County farm to Beachmont, Pa.,	Length of branch,		4.2
	Length of single track,		4.2
From West Chartiers to Ohio river,	Length of branch,		0.7
	Length of single track,		0.7

Pittsburgh Junction.

Year ending December 31, 1884.

Officers.	*Residences.*
Thomas M. King, President,	Allegheny City, Pa.
Charles P. Ford, Secretary and Treasurer,	Allegheny City, Pa.
Johns McCleave, General Solicitor,	Pittsburgh, Pa.
H. A. Schwanecke, Chief Engineer,	Pittsburgh, Pa.
N. Bruce, Superintendent,	Pittsburgh, Pa.

General offices at Allegheny City, Pa.

Directors.	*Residences.*
John W. Chalfant,	Allegheny City, Pa.
C. B. Herron,	Allegheny City, Pa.
James Callery,	Allegheny City, Pa.
Jacob Painter, junior,	Pittsburgh, Pa.
Reuben Miller,	Pittsburgh, Pa.
William Metcalf,	Pittsburgh, Pa.
H. W. Oliver, junior,	Pittsburgh, Pa.
Simon Beyer,	Pittsburgh, Pa.
C. L. Fitzhugh,	Pittsburgh, Pa.
Robert Garrett,	Baltimore, Md.
Samuel Spencer,	Baltimore, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Laughlin station to P. and W. R. R. connection,	4.47	All.
Length of single main track, B. & O. R. R. connection to Bennett station,	4.47	All.
Length of second main track,	1.9	All.
Branches.		
River division, Thirty-third street, Pittsburgh, to Forty-third street, Pittsburgh, length of road,	1.04	All.

ASSETS.

Franchises and property,	$720,000	00
Cash,	7,994	64
Construction,	2,054,670	51
Equipment,	369	75
Foreign roads,	10,481	15
Individuals,	176,997	95
	$2,970,514	00

LIABILITIES.

Capital stock, common,	$960,000	00
Capital stock, preferred,	480,000	00
First mortgage bonds,	1,440,000	00
Vouchers,	23,503	91
Pay-rolls	5,207	88
Unclaimed wages,	103	06
Discharges,		60
Contingent fund,	84	25
Unpaid coupons,	43,230	00
Profit and loss,	18,384	30
	$2,970,514	00

Pittsburgh, McKeesport and Youghiogheny.

Year ending December 31, 1884.

Officers.	*Residences.*
W. C. Quincy, President,	——
John G. Robinson, Secretary and Treasurer,	——
D. T. Watson and Knox & Reed, General Solicitors,	——
W. C. Quincy, General Manager,	——
R. W. Jones, Master Transportation,	——
J. Wainright, Chief Engineer,	——

General offices at No. 77 Fourth avenue.

Directors.	*Residences.*
William H. Vanderbilt,	New York city.
Cornelius Vanderbilt,	New York city.
James Tillinghast,	New York city.
J. H. Devereux,	Cleveland, Ohio.
John Newell,	Cleveland, Ohio.
D. Hostetter,	Pittsburgh, Pa.
James I. Bennett,	Pittsburgh, Pa.
M. W. Watson,	Pittsburgh, Pa.
Henry Hice,	Beaver, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to New Haven, Pa.,		56.955	56.955
Length of single main track,		56.955	56.955
Length of second main track,		8.51	8.51
Branches.			
Dickerson Run branch, from Dickerson Run to Clarissa mines,	Length of road,	4.577	4.577
	Length of single track,	4.577	4.577
Broadford branch, from Broadford Junction to Broadford,	Length of road,	0.322	0.322
	Length of single track,	0.322	0.322
West Youghiogheny branch, from West Youghiogheny Junction to connection with Baltimore and Ohio railroad,	Length of road,	0.2	0.2
Leased Roads.			
Youghiogheny Northern railway, from Broadford to Summit,	Length of road,	2.0	2.0
	Length of single track,	2.0	2.0

ASSETS.

Cost of road,	$5,607,813	48
Cash on hand,	23,755	42
Bills receivable,	58,431	10
	$5,690,000	00

LIABILITIES.

Capital stock,	$3,000,000	00
First mortgage bonds,	2,250,000	00
Second mortgage bonds,	440,000	00
	$5,690,000	00

Plymouth.

Year ending December 8, 1884.

Officers.	*Residences.*
Winfield S. Wilson, President,	Chester county, Pa.
William W. Stephens, Secretary and Treasurer,	Philadelphia, Pa.

General offices at No. 12 Philadelphia Exchange, Philadelphia, Pa.

Directors.	*Residences.*
James Boyd,	Norristown, Pa.
John Slingluff,	Norristown, Pa.
George W. Longaker,	Norristown, Pa.
I. V. Williamson,	Philadelphia, Pa.
Edwin Swift,	Philadelphia, Pa.
Richard Dale,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Conshohocken to Oreland,	9.25	All.

ASSETS.

Plymouth Railroad Company, (old account,)	$286,545	19

LIABILITIES.

Capital stock,	$12,050	00
Philadelphia, Germantown and Norristown Railroad Company,	274,495	19
	$286,545	19

Point Breeze.

Year ending December 31, 1884.

Officers.	*Residences.*
William G. Warden, President,	Philadelphia.
Henry L. Davis, Secretary and Treasurer,	Philadelphia.

General offices at 307 Walnut street, Philadelphia.

Directors.	*Residences.*
Norris W. Harkness,	Philadelphia.
Henry L. Davis,	Philadelphia.
Edward P. Cooper,	Philadelphia.
Charles H. Quarles,	Philadelphia.
William G. Brown,	Philadelphia.
Thornton Pike,	Lower Makefield township, Bucks county, Pa.

ASSETS.

Land account,	$4,552	84
Expense account,	573	10
Atlantic Refining Company,	871	05
Profit and loss,	1,203	01
	$7,200	00

LIABILITIES.

Capital stock paid up,	$7,200	00
	$7,200	00

Pomeroy and Newark.

Year ending December 31, 1884.

Officers.	*Residences.*
W. H. Wilson, President,	Philadelphia, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	*Residences.*
W. H. Wilson,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John P. Wetherill,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
N. B. Shortridge,	Wynnewood, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pomeroy, Pa., to Newark, Del.,	26.70	21.66
Length of single main track,	26.70	21.66

Pottsville and Mahanoy.

Year ending December 31, 1884.

Officers.	*Residences.*
J. C. Bright, President,	Pottsville, Schuylkill co., Pa.
Heber S. Thompson, Secretary and Treasurer,	Pottsville, Schuylkill co., Pa.
Guy E. Farquhar, General Solicitor,	Pottsville, Schuylkill co., Pa.
P. F. Brendlinger, Chief Engineer,	Pottsville, Schuylkill co., Pa.

General offices at Pottsville, Schuylkill co., Pa.

Directors.	*Residences.*
L. C. Thompson,	Pottsville, Schuylkill co., Pa.
John Phillips,	Pottsville, Schuylkill co., Pa.
Robert Allison,	Pottsville, Schuylkill co., Pa.
Frederick G. Yuengling,	Pottsville, Schuylkill co., Pa.
D. A. Smith,	Pottsville, Schuylkill co., Pa.
Heber S. Thompson,	Pottsville, Schuylkill co., Pa.

ASSETS.

Surveys and expenses,	$13,965 35		
Real estate,	112,582 00		
		$126,547	35
Balance on hand,		23,112	16
Total,		$149,659	51

LIABILITIES.

Capital stock, 2,973 shares issued,	$148,650	00
Ten per cent. on 27 shares issued,	135	00
Rents,	874	51
Total,	$149,659	51

Reading and Columbia.

Year ending November 30, 1884.

Officers.	*Residences.*
G. A. Nicolls, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.
Alexander M. Wilson, Superintendent,	Columbia.

General offices at 227 South Fourth street, Philadelphia, Pa.

Directors.	*Residences.*
J. B. Lippincott,	Philadelphia.
I. V. Williamson,	Philadelphia.
George deB. Keim,	Philadelphia.
Franklin A. Comly,	Philadelphia.
Joseph Wharton,	Philadelphia.
John Wanamaker,	Philadelphia.
J. N. Hutchinson,	Philadelphia.
Thomas Baumgardner,	Lancaster.
William Latimer Small,	York.
Paris Haldeman,	Chickies, Lancaster co.
Benjamin F. Hiestand,	Marietta, Lancaster co.
Adam R. Royer,	Denver, Lancaster co.

Main Line.		Whole length in feet.	Length in Penn'a.
Length of main line, from Columbia, Pa., to Sinking Spring, Pa.,		40	All.
Length of single main track,		40	
Branches.			
Manheim and Mt. Hope branch, from Manheim to Mt. Hope,	Length of road,	5.60	All.
	Length of single track,	5.60	
Lancaster branch, from Lancaster junction to Lancaster,	Length of road,	8	All.
	Length of single track,	8	
Cobeen's branch,	Length of road,	1.33	All.
	Length of single track,	1.33	
Haldeman's branch,	Length of road,	.84	All.
	Length of single track,	.84	
Controlled and Operated.			
Reading, Marietta and Hanover branch, from Marietta junction to Chickies,	Length of road,	6.59	All.
	Length of single track,	6.59	
Leased Roads.			
Quarryville branch, from Lancaster to Quarryville,	Length of road,	15.25	All.
	Length of single track,	15.25	

ASSETS.

Construction,	$2,118,978	72
Equipment,	245,241	18
Real estate,	65,306	22
Material,	16,251	86
Cash,	1,176	51
Sundry debits,	239,112	79
Profit and loss, income, etc.,	869,668	06
	$3,555,735	34

LIABILITIES.

Capital stock,	$958,268	09
Scrip,	105	00
First mortgage bonds, 1882-1912,	650,000	00
Second mortgage bonds, 1884-1914,	350,000	00
Debenture bonds, 1877-1917,	1,000,000	00
Real estate bonds and mortgages,	14,166	67
Unfunded debt,	248,979	31
Coupons due December 1, 1884, (accrued,)	38,750	00
Coupons due March 1, 1885, (accrued,)	8,125	00
Sundry credits,	287,341	27
	$3,555,735	34

Reading and Lebanon.

Five months ending December 31, 1884.

Officers.	*Residences.*
W. M. Kaufman, President,	Reading, Pa.
William G. Moore, Secretary,	Womelsdorf, Pa.
S. Bennett Cunningham, Treasurer,	Philadelphia, Pa.

General offices at Philadelphia, Pa.

Directors.	*Residences.*
W. M. Kaufman,	Reading, Pa.
William G. Moore,	Womelsdorf, Pa.
James W. Deppen,	Wernersville, Pa.
John M. Schonom,	Womelsdorf, Pa.
Jacob Baney,	Myerstown, Pa.
John A. Donges,	Myerstown, Pa.
Joseph Coover,	Myerstown, Pa.
Adolphus Reinœhl,	Lebanon, Pa.
Charles McFadden,	Philadelphia, Pa.

Reading and Pottsville.

Year ending December 31, 1884.

Officers.	*Residences.*
Joseph C. Bright, President,	Pottsville, Schuylkill co., Pa.
Heber S. Thompson, Secretary and Treasurer,	Pottsville, Schuylkill co., Pa.
Guy E. Farquhar, General Solicitor,	Pottsville, Schuylkill co., Pa.
P. F. Brendlinger, Chief Engineer,	Pottsville, Schuylkill co., Pa.

General offices at Pottsville, Schuylkill county, Pa.

Directors.	*Residences.*
Robert Allison,	Port Carbon, Schuylkill co., Pa.
John Phillips,	Pottsville, Schuylkill co., Pa.
F. G. Yuengling,	Pottsville, Schuylkill co., Pa.
Heber S. Thompson,	Pottsville, Schuylkill co., Pa.
Lewis C. Thompson,	Pottsville, Schuylkill co., Pa.
Henry Royer,	Pottsville, Schuylkill co., Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Reading to Pottsville,	Not stated.	

ASSETS.

Surveys and expenses, $26,001 06; real estate, $10,549 00,	$36,550	06
Assets,	500	00
	$37,050	06

LIABILITIES.

Capital stock,	$35,135	00
Unfunded debt, incurred for construction, equipment, &c.,	1,915	06
	$37,050	06

Rew City and Eldred.

Year ending December 31, 1884.

Officers.	*Residences.*
John J. Carter, President,	Titusville, Pa.
John E. Ransom, Secretary,	Buffalo, N. Y.
B. W. Spencer, Treasurer,	Passaic, N. J.

General offices at Bradford, Pa.

Directors.	*Residences.*
John J. Carter,	Titusville, Pa.
Lewis Emery, junior,	Bradford, Pa.
W. W. Brown,	Bradford, Pa.
A. I. Wilcox,	Bradford, Pa.
George L. Roberts,	Bradford, Pa.
R. C. Vilas,	New York, N. Y.
R. G. Taylor,	Bradford, Pa.
B. C. Williams,	Buffalo. N. Y.
J. E. Ransom,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Rew City, Pa., to Eldred, Pa.,	12.16	12.16
Length of single main track,	12.16	12.16

Ridgway and Clearfield.

Year ending December 31, 1884.

Officers.	*Residences.*
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

Directors.	*Residences.*
John P. Green,	Philadelphia.
G. B. Roberts,	Philadelphia.
N. P. Shortridge,	Philadelphia.
Edmund Smith,	Philadelphia.
Henry D. Welsh,	Philadelphia.
J. Price Wetherill,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Ridgway to Brockwayville,	19.59	19.59
Length of single main track,	19.59	19.59

Ridgway and Oil City.

Year ending December 31, 1884.

Officers.	*Residences.*
E. E. Willard, President,	Ridgway, Pa.
S. A. Rote, Secretary,	Ridgway, Pa.
J. H. Hagerty, Treasurer,	Ridgway, Pa.

Directors.	*Residences.*
J. H. Hagerty,	Ridgway, Pa.
E. M. Rogers,	Arroyo, Pa.
John Morgan,	Ridgway, Pa.
D. F. Farrand,	Ridgway, Pa.
Frank Settelle,	Ridgway, Pa.
S. A. Rote,	Ridgway, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Ridgway to Oil City,	60	60

Riegelsville.

Year ending December 31, 1884.

Officers.	*Residences.*
W. H. Wilson, President,	Philadelphia, Pa.
Hugh B. Ely, Secretary and Treasurer,	Beverly, N. J.
William H. Brown, Chief Engineer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	*Residences.*
Joseph N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
R. D. Barclay,	Philadelphia, Pa.
William A. Patton,	Philadelphia, Pa.
John C. Linn, Jr.,	Philadelphia, Pa.
Clifford Stanley Linn,	Mount Holly, N. J.

River Front.

Year ending December 31, 1884.

Officers.	*Residences.*
J. N. DuBarry, President,	Philadelphia, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	*Residences.*
G. B. Roberts,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
S. M. Felton,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa,
Frank Thomson,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Philadelphia and Trenton railroad to Dock street, Philadelphia,	3.62	3.62
Length of single main track,	1.35	1.35
Length of second main track,	2.27	2.27

Rochester and Pittsburgh.

Year ending September 30, 1884.

Officers.	*Residences.*
Walston H. Brown, President,	New York city.
Thomas F. Wentworth, Secretary,	New York city.
Frederick A. Brown, Treasurer,	New York city.
Thomas F. Wentworth, General Solicitor,	New York city.
William E. Hoyt, Chief Engineer,	Rochester, N. Y.
George E. Merchant, General Manager,	Rochester, N. Y.
James T. Gardner, General Superintendent,	Buffalo, N. Y.
C. W. Mills, Superintendent Motive Power and Machinery,	Rochester, N. Y.
John F. Dinkey, Auditor and Assistant Treasurer,	Rochester, N. Y.
I. S. Emery, General Freight and Passenger Agent,	Rochester, N. Y.

General offices at 20 Nassau street, New York, and Rochester, N. Y.

Directors.	*Residences.*
Walston H. Brown,	New York city.
Frederick A. Brown,	New York city.
George F. Stone,	Morristown, N. J.
Henry Day,	New York city.
Andrew Pierce,	Clifton Springs, N. Y.
A. L. Hopkins,	New York city.
George W. Parsons,	New York city.
A. Iselin, Jr.,	New York city.
W. H. Peckham,	New York city.
John H. Hall,	New York city.
F. O. French,	New York city.
James Francis,	New York city.
Alfred Roosefelt,	New York city.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Rochester to Walston Junction; and from Buffalo to Ashford Junction,		212.53	47.65
Length of second main track,		11.06	7.87
Length of third main track, sidings, and turnouts,		52.52	17.17
Leased Roads.			
Perry railroad, from Silver Lake Junction to Gainesville, No. 2,	Length of road,	1.03	None.
	Length of single track,	1.03	None.
Brockwayville and Punxsutawney railroad, from Punxsutawney, Pa., to Snyder township; Young township, Jefferson county, Pa., to the terminus,	Length of road,	25	25
	Length of single track,	25	25

ASSETS.

Construction account,		$21,769,186	57
Equipment,		2,651,283	24
Investment.			
Perry railroad stock,	$20,000 00		
Brockwayville and Punxsutawney railroad stock,	250,000 00		
Rochester and Pittsburgh Coal and Iron stock,	3,970,000 00		
Canal boats,	76,393 64		
		4,316,393	64
Redemption Fund.			
Consolidated first mortgage bonds to redeem income bonds,	$935,000 00		
Rochester and Pittsburgh railroad stock to redeem outstanding Rochester and Pittsburgh Coal and Iron Company's stock,	30,000 00		
		965,000	00
Cash,		48,132	99
Material on hand,		66,149	68
Bills receivable,		58,513	09
Consolidated second mortgage bonds pledged as collateral,		1,482,500	00
Consolidated second mortgage bonds in hands of trust company unissued,		185,000	00
Accounts receivable,		69,790	87
Profit and loss:			
Deficit September 30, 1883,	$89,476 91		
Deficit September 30, 1884,	284,321 88		
		373,798	79
		$31,985,748	87

LIABILITIES.

Capital stock,	$20,000,000	00
Funded debt,	10,534,000	00
Unfunded debt,	1,451,748	87
	$31,985,748	87

Salisbury.

Year ending December 31, 1884.

Officers.	*Residences.*
William S. Bissell, President,	Pittsburgh, Pa.
J. B. Washington, Secretary and Treasurer,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
H. S. Burgesser,	Pittsburgh, Pa.
J. B. Caven,	Pittsburgh, Pa.
Thomas M. King,	Pittsburgh, Pa.
John B. Jackson,	Pittsburgh, Pa.
Johns McCleave,	Pittsburgh, Pa.
S. Spencer,	Baltimore, Md.
Robert Garrett,	Baltimore, Md.
William M. Clements,	Baltimore, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Salisbury Junction to West Salisbury,	8.70	8.70
Length of single main track,	8.70	8.70
Branches.		
Grassy Run branch, from Boynton mills to Salisbury Coal Company's mines, length of single track,	1.25	1.25
West Salisbury branch, from West Salisbury to Salisbury Coal Company's mines, length of single track,	.75	.75
Tub Mill Run branch, from West Salisbury to W. J. Smith & Co.'s mines, length of single track,	.50	.50

ASSETS.

Construction and equipment,		$243,036	13
Due from other corporations, individuals and cash,		8,257	48
Profit and loss,		16,735	89
		$268,029	50

LIABILITIES.

Capital stock, Common,	$104,250 00	$117,800	00
Capital stock, Preferred,	13,550 00		
Scrip stock,		229	50
First mortgage bonds,		150,000	00
		$268,029	50

Schuylkill River, West Side.

Year ending 1884.

Officers.	*Residences.*
S. P. Wolverton, President,	Sunbury, Pa.
Charles H. Quarles, Secretary,	227 S. Fourth street, Philadelphia, Pa.
William A. Church, Treasurer,	227 S. Fourth street, Philadelphia, Pa.

Directors.	*Residences.*
Albert Foster,	Philadelphia, Pa.
William A. Church,	Philadelphia, Pa.
C. G. Hancock,	Philadelphia, Pa.
A. H. O'Brien,	Philadelphia, Pa.
William H. Brown,	Philadelphia, Pa.
C. H. Quarles,	Philadelphia, Pa.

Schuylkill River, East Side.

Year ending 1884.

Officers.	*Residences.*
S. P. Wolverton, President,	Sunbury, Pa.
Charles H. Quarles, Secretary,	Philadelphia, Pa.
William A. Church, Treasurer,	Philadelphia, Pa.
Directors.	*Residences.*
Albert Foster,	Philadelphia, Pa.
W. A. Church,	Philadelphia, Pa.
C. G. Hancock,	Philadelphia, Pa.
C. H. Quarles,	Philadelphia, Pa.
A. H. O'Brien,	Philadelphia, Pa.
W. H. Brown,	Philadelphia Pa.

Schuylkill Valley Navigation and Railroad.

Year ending December 31, 1884.

Officers.	*Residences.*
George deB. Keim, President,	Philadelphia.
P. C. Hollis, Secretary and Treasurer,	Philadelphia.

General offices at 407 Library street, Philadelphia.

Directors.	*Residences.*
J. B. Lippincott,	Philadelphia.
Henry Lewis,	Philadelphia.
E. C. Knight,	Philadelphia.
J. B. Altemus,	Philadelphia.
A. Hewson,	Philadelphia.
I. V. Williamson,	Philadelphia.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Port Carbon to Reevesdale,		11.0	11.0
Length of single main track,		5.7	5.7
Length of second main track,		5.3	5.3
Branches.			
Port Carbon branch, from Port Carbon Valley scales to Allison's shops,	Length of road,	0.2	0.2
	Length of single track,	0.2	0.2
Eagle Hill branch, from Eagle Hill to Five Points,	Length of road,	1.34	1.34
	Length of single track,	1.34	1.34
Novelty branch, from Heebner's cut to breaker,	Length of road,	0.5	0.5
	Length of single track,	0.5	0.5
Silver Creek branch, from New Philadelphia to Silver creek,	Length of road,	2.4	2.4
	Length of single track,	2.4	2.4
Big Vein branch, from Middleport to colliery,	Length of road,	1.95	1.95
	Length of single track,	1.95	1.95
Coal Hill branch, from Middleport to breaker,	Length of road,	0.2	0.2
	Length of single track,	0.2	0.2
Brockville branch, from Brockville station to Brockville,	Length of road,	0.6	0.6
	Length of single track,	0.6	0.6

ASSETS.

Railroad,	$576,840	94
Philadelphia and Reading Railroad Company rental tax,	16,165	12
Cash,	1,196	30
	$594,202	36

LIABILITIES.

Capital stock,	$576,050	00
Unpaid dividends,	346	05
State tax,	1,440	12
Revenue account,	16,366	19
	$594,202	36

Shamokin, Sunbury and Lewisburg.

Year ending November 30, 1884.

Officers.	*Residences.*
S. P. Wolverton, President,	Sunbury, Pa.
Howard Hancock, Secretary,	Philadelphia, Pa.
John Welch, Treasurer,	Philadelphia, Pa.

General offices at 227 South Fourth street, Philadelphia.

Directors.	*Residences.*
A. H. Dill,	Lewisburg, Union co., Pa.
John C. Smith,	Lewisburg. Union co., Pa.
Levi Rooke,	Winfield, Union co., Pa.
H. E. Davis,	Sunbury, Pa.
Ira T. Clement,	Sunbury, Pa.
John Haas,	Sunbury, Pa.
L. H. Kase,	Sunbury, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from West Milton to Shamokin, Pa.,	31.1	All.
Length of single main track,	31.1	

ASSETS.

Construction,	$2,601,989	48
Real estate,	14,570	00
Cash,	1,882	84
Sundry debits,	562	13
	$2,619,004	45

LIABILITIES.

Capital stock,	$1,000,000	00
First mortgage bonds,	1,000,000	00
Second mortgage bonds,	500,000	00
Unfunded debt,	118,754	00
Sundry credits,	250	45
	$2,619,004	45

Shamokin Valley and Pottsville.

Year ending December 31, 1884.

Officers.	*Residences.*
G. B. Roberts, President,	Philadelphia.
Stephen W. White, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

Directors.	*Residences.*
Wistar Morris,	Philadelphia.
J. N. DuBarry,	Philadelphia.
A. J. Cassatt,	Philadelphia.
Edmund Smith,	Philadelphia.
John P. Green,	Philadelphia.
N. Parker Shortridge,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Sunbury to Mt. Carmel,	27.30	27.30
Length of single main track,	27.30	27.30
Branches.		
Lancaster branch, from Lancaster Junction to colliery, Length of road,	2.48	2.48
Lancaster branch, from Lancaster Junction to colliery, Length of single track,	2.48	2.48

Sharon.

Year ending December 31, 1884.

Officers.	*Residences.*
George Boyce, President,	Sharon, Pa.
John H. Dynes, Secretary,	Cleveland, Ohio.
Charles Hall, Treasurer,	Sharon, Pa.

General offices at Sharon, Pa.

Directors.	*Residences.*
John J. Spearman,	Sharon, Pa.
Norman Hall,	Sharon, Pa.
E. A. Wheeler,	Sharon, Pa.
P. L. Kimberly,	Sharon, Pa.
Jonas J. Pierce,	Sharpsville, Pa.
Charles Latimer,	Cleveland, Ohio.
Fayette Brown,	Cleveland, Ohio.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Sharon to Sharon Junction,		9	9
Length of single main track,		9	9
Branches.			
Sharpsville, Wheatland, Sharon and Greenfield branch, from Sharon to Coal Mines,	Length of road,	4	4
	Length of single track,	4	4
Middlesex Extension branch, from Sharon to Middlesex,	Length of road,	5	5
	Length of single track,	5	5

ASSETS.

Construction account,	$528,969	59
Cash,	11,766	69
	$540,736	28

LIABILITIES.

Bonds payable,	$156,000	00
Capital stock,	371,500	00
Profit and loss,	13,236	28
	$540,736	28

Sharpsville.

Year ending December 31, 1884.

Officers.	*Residences.*
Thomas M. King, President,	Pittsburgh, Pa.
J. B. Washington, Vice President,	Pittsburgh, Pa.
Frank Pierce, Secretary,	Sharpsville, Pa.
Charles E. Agnew, Treasurer,	Sharpsville, Pa.
Thomas M. King, General Manager,	Pittsburgh, Pa.
W. C. Agnew, Assistant General Manager,	Youngstown, Ohio.

General offices at Sharpsville, Pa.

Directors.	*Residences.*
H. S. Burgesser,	Pittsburgh, Pa.
N. C. Griswold,	Pittsburgh, Pa.
J. T. Johnson,	Pittsburgh, Pa.
W. L. Scott,	Erie, Pa.
M. H. Taylor,	Erie, Pa.
J. J. Pierce,	Sharpsville, Pa.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Sharpsville to Wilmington Junction,		17	All.
Length of single main line,		17	All.
Branches.			
Neshannock branch, from Summit to Neshannock,	Length of road,	1.06	All.
	Length of single track,	1.06	All.
Bethel branch, from Bethel to Bethel mine,	Length of road,	.28	All.
	Length of single track,	.28	All.
Lackawannock branch, from Lackawannock Junction to Lackawannock mine,	Length of road,	.80	All.
	Length of single track,	.80	All.
Furnace branch, in borough of Sharpsville,	Length of road,	.92	All.
	Length of single track,	.92	All.
Sidings and yard tracks, from Sharpsville and on line of road,	Length of road,	2	All.
	Length of single track,	2	All.

ASSETS.

Construction,	$392,012	27
Equipment,	24,083	79
Real estate,	4,110	42
Material on hand,	1,652	82
	$421,859	30

LIABILITIES.

Capital stock,	$350,000	00
Bonds and notes payable,	67,320	80
Due other corporations, &c.,	422	19
Profit and loss,	4,116	31
	$421,859	30

Sheffield and Spring Creek.

Year ending December 31, 1884.

Officers.	*Residences.*
Walter Horton, President,	Sheffield, Pa.
Jerry Crary, Secretary,	Sheffield, Pa.
Charles Sigel, Treasurer,	Sheffield, Pa.
Lane B. Schofield, General Manager,	Sheffield, Pa.

Directors.	*Residences.*
Walter Horton,	Sheffield, Warren co., Pa.
Jerry Crary,	Sheffield, Warren co., Pa.
Charles Sigel,	Sheffield, Warren co., Pa.
George Horton,	Sheffield, Warren co., Pa.
John McNair,	Sheffield, Warren co., Pa.
George Dickinson,	Sheffield, Warren co., Pa.
Isaac Horton,	Sheffield, Warren co., Pa.
Webb Horton,	Middletown, N. Y.
J. F. Schoellkopf,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Sheffield Junction to Auguston, . . .	. . . . .	5.6

ASSETS.

Construction, ...	$24,566	88

LIABILITIES.

Capital stock paid in, ...	$3,000	00
Unfunded debt, ...	21,566	88
	$24,566	88

Shenango and Allegheny.

Year ending December 31, 1884.

Officers.	*Residences.*
Thomas P. Fowler, Receiver and President, ...	New York city, N. Y.
John H. Beatty, Secretary, ...	Greenville, Pa.
I. D. Stinson, Treasurer, ...	Greenville, Pa.
James T. Blair, General Manager, ...	Greenville, Pa.

General offices at Greenville, Pa.

Directors.	*Residences.*
Thomas P. Fowler, ...	New York city, N. Y.
James T. Blair, ...	Greenville, Pa.
Thomas. H Wells, ...	Youngstown, Ohio.
A. C. Huidekoper, ...	Meadville, Pa.
W. W. Reed, ...	Erie, Pa.
William Waugh, ...	Greenville, Pa.
James A. Reilly, ...	New York city, N. Y.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Greenville to Hilliard, ...		47.0	47.0
Length of single main track, ...		47.0	47.0
Branches.			
Coaltown branch, from Branchton to Coaltown, . .	Length of road, ...	3.1	3.1
	Length of single track,	3.1	3.1
Bull Valley branch, from Roy to Morristown,	Length of road,	2.7	2.7
	Length of single track,	2.7	2.7
South branch, from Branchton to Gomersal,	Length of road, .	4.0	4.0
	Length of single track,	4.0	4.0
Reed branch, from Grove city to coal mines,	Length of road.	1.7	1.7
	Length of single track,	1.7	1.7
Filer branch, from Filer Station to coal mines,	Length of road, . .	0.8	0.8
	Length of single track,	0.8	0.8
West Penn and Shenango Connecting railroad. (operated at cost,) from Coaltown Junction to Butler, ...	Length of road, . .	19.6	19.6
	Length of single track,	19.6	19.6
	Length of sidings, . .	2.4	2.4

ASSETS.

Total cost of road, real estate, &c.,	$1,565,089	98
Total cost of equipment, &c.,	278,012	76
Materials on hand,	16,896	80
Current accounts,	37,605	86
Cash on hand,	2,067	85
West Penn and Shenango Connecting Railroad Company 20 per cent. freight guarantee,	2,176	53
Profit and loss,	182,768	55
	$2,084,618	33

LIABILITIES.

Capital stock,	$200,000	00
First mortgage bonds,	1,200,000	00
Bills payable,	122,380	98
Receiver's certificates,	125,349	87
Pittsburgh Car Trust Company car trust,	33,578	55
Audited vouchers, wages, &c.,	58,478	90
Interest on bonds, first issue,	52,749	00
Interest on bonds, second issue,	91,000	00
Union Coal and Coke Company, purchase of track,	23,898	89
Allegheny Coal Company, purchase of track,	4,336	05
Oliver Adams, agent car trust,	45,037	10
* Mercer Mining and Manufacturing Company,	127,808	99
	$2,084,618	33

* Controlled by same stockholders and receiver as of S. & A. R. R. Co.

Sherrick Run.

Year ending December 31, 1884.

Officers.	*Residences.*
H. C. Frick, President,	Pittsburgh, Pa.
Charles H. Spencer, Secretary,	Pittsburgh, Pa.
G. B. Bosworth, Treasurer,	Pittsburgh, Pa.
W. F. McCook, General Solicitor,	Pittsburgh, Pa.
Benjamin P. Howell, Chief Engineer,	Scottdale, Pa.

General offices at 104 Fifth avenue, Pittsburgh, Pa.

Directors.	*Residences.*
H. C. Frick,	Pittsburgh, Pa.
Thomas M. Carnegie,	Pittsburgh, Pa.
D. A. Stewart,	Pittsburgh, Pa.
John Walker,	Allegheny, Pa.
W. F. McCook,	Pittsburgh, Pa.
C. H. Spencer,	Pittsburgh, Pa.
G. B. Bosworth,	Pittsburgh, Pa.

Sinnemahoning and Sheffield.

Year ending December 31, 1884.

Officers.	*Residences.*
Charles R. Earley, President,	Ridgway, Pa.
O. B. Grant, Vice President,	Ridgway, Pa.
S. A. Rote, Secretary,	Ridgway, Pa.
T. L. Minier, Treasurer,	Elmira, N. Y.
Lucore & Earley, General Solicitors,	—
Charles B. Earley, Assistant Treasurer,	Ridgway, Pa.

General offices at Ridgway, Elk county, Pa.

Directors.	*Residences.*
C. R. Earley,	Ridgway, Pa.
A. N. Cole,	Wellsville, N. Y.
T. L. Minier,	Elmira, N. Y.
O. B. Grant,	Ridgway, Pa.
George R. Woodward,	Ridgway, Pa.
J. H. Cochran,	Driftwood, Pa.
Joseph Cochran,	Emporium, Pa.
A. J. Applebee,	Bradford, Pa.
J. H. Selkreg,	Ithaca, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Elk and Cameron county line, on Bennett's branch, Sinnemahoning creek, to Sheffield, Pa.,	65	65

Slate Ridge and Delta.

Year ending December 31, 1884.

Officers.	*Residences.*
Foulk Jones, President,	Slate Hill, York co., Pa.
John Macomber, Secretary,	Delta, York co., Pa.
S. G. Boyd, Treasurer,	York, York co., Pa.
Horace Keesey, General Solicitor,	York, York co., Pa.

Directors.	*Residences.*
John Macomber,	Delta, York co., Pa.
Robert S. Parke,	Delta, York co., Pa.
Edgar Mobly,	Bryansville, York co., Pa.
John S. McElwain,	Fawn Grove, York co., Pa.
John S. Murphy,	Woodbine, York co., Pa.
H. W. Ramsay,	Delta, York co., Pa.
W. J. McCurdy,	Slate Hill, York co., Pa.
S. G. Boyd,	York, York co., Pa.
A. C. McCurdy,	Delta, York co., Pa.
Asa Jones,	Fawn Grove, York co., Pa.

Somerset and Cambria.

Year ending September 30, 1884.

Officers.	*Residences.*
J. B. Washington, President,	Pittsburgh, Pa.
Welty McCullogh, Secretary,	Greensburg, Pa.
W. H. Ijams, Treasurer,	Baltimore, Md.
J. L. Randolph, Chief Engineer,	Martinsburg, W. Va.
Thomas M. King, General Superintendent,	Pittsburgh, Pa.
Directors.	*Residences.*
W. H. Koontz,	Somerset, Pa.
C. C. Musselman,	Somerset, Pa.
Welty McCullogh,	Greensburg, Pa.
D. J. Morrell,	Johnstown, Pa.
Robert Garrett,	Baltimore, Md.
Joshua G. Harvey,	Baltimore, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Rockwood, Pa., to Johnstown, Pa.,	45.10	45.10
Length of single main track,	45.10	45.10

Southern Pennsylvania.

Year ending December 31, 1884.

Officers.	*Residences.*
Thomas B. Kennedy, President,	Chambersburg.
W. L. Ritchey, Secretary and Treasurer,	Chambersburg.
Directors.	*Residences.*
Thomas B. Kennedy,	Chambersburg.
George B. Roberts,	Philadelphia.
Wistar Morris,	Philadelphia.
H. D. Welsh,	Philadelphia.
H. M. Philips,	Philadelphia.
J. N. DuBarry,	Philadelphia.
John P. Green,	Philadelphia.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from South Penn junction to Richmond,		21	21
Length of single main track,		21	21
Branches.			
From Richmond to ore banks,	Length of road,	2	2
	Length of single track,	2	2

South Pennsylvania.

Year ending December 31, 1884.

Officers.	*Residences.*
Robert H. Sayre, President,	Bethlehem, Pa.
Frederick J. Grotevent, Secretary and Treasurer,	Harrisburg, Pa.
Robert H. Sayre, Chief Engineer,	Bethlehem, Pa.

General offices at Harrisburg, Pa.

Directors.	*Residences.*
William H. Vanderbilt,	New York city.
William K. Vanderbilt,	New York city.
H. McK. Twombly,	New York city.
W. C. Whitney,	New York city.
Reon Barnes,	New York city.
George J. McGee,	Corning, N. Y.
Franklin B. Gowen,	Philadelphia, Pa.
George deB. Keim,	Philadelphia, Pa.
Richard K. Sheldon,	Philadelphia, Pa.
D. Hostetter,	Pittsburgh, Pa.
James Duffy,	Marietta, Pa.
W. T. Sanger,	Harrisburg, Pa.

South-West Pennsylvania.

Year ending December 31, 1884.

Officers.	*Residences.*
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

Directors.	*Residences.*
D. R. Davidson, (deceased,)	Pittsburgh.
John K. Ewing,	Uniontown.
John P. Green,	Philadelphia.
William J. Howard,	Philadelphia.
George F. Huff,	Greensburg.
William A. Patton,	Philadelphia.
G. B. Roberts,	Philadelphia.
B. F. Ruff,	Pittsburgh.
N. Parker Shortridge,	Philadelphia.
Edmund Smith,	Philadelphia.
George A. Torrence,	New Haven.
J. F. Wentling,	Greensburg.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from South-West Pennsylvania Junctiou to Fairchance,		44.50	44.50
Length of single maiu track,		44.50	44.50
Branches.			
Sewickley branch, from junction with South-West Pennsylvauia railway to Tranger,	Length of road,	6.90	6.90
	Length of single track,	6.90	6.90
Stoneville branch, from junction with South-West Pennsylvania railway to terminus,	Length of road,	1.51	1.51
	Length of single track,	1.51	1.51
Boyer Run branch, from South-West Pennsylvania railway to terminus,	Length of road,	1.82	1.82
	Length of single track,	1.82	1.82
Brinker Run brauch, from junction with Sewickley branch to terminus,	Length of road,	2.02	2.02
	Length of single track,	2.02	2.02
Scottdale branch, from junction with South-West Pennsylvania railway to June Bug and Texas branch,	Length of road,	1.87	1.87
	Length of single track,	1.87	1.87
Overton branch, from junction Scottdale branch to terminus,	Length of road,	1.24	1.24
	Length of single track,	1.24	1.24
June Bug branch, from junction Scottdale branch to Moorewood branch,	Length of road,	1.20	1.20
	Length of single track,	1.20	1.20
Schoonmaker branch, from June Bug branch to terminus,	Length of road,	0.46	0.46
	Length of single track,	0.46	0.46
Moorewood branch, from west end June Bug branch to Moorewood,	Length of road,	1.25	1.25
	Length of single track,	1.25	1.25
Texas branch, from junction June Bug branch to terminus,	Length of road,	3.74	3.74
	Length of single track,	3.74	3.74
Everson and Broad Ford branch, from junction South-West Pennsylvania railway to junction with Youghiogheny railway,	Length of road,	1.90	1.90
	Leugth of single track,	1.90	1.90
Opossum Run branch, from junction with South-West Pennsylvania railway to terminus,	Length of road,	3.90	3.90
	Length of single track,	3.90	3.90
Mahoning branch, from junction with South-West Pennsylvania railway to terminus,	Length of road,	0.86	0.86
	Length of single track,	0.86	0.86
Morrell branch, from junction South-West Pennsylvania railway to terminus,	Length of road,	1.18	1.18
	Length of single track,	1.18	1.18
Fairchance branch, from junction South-West Pennsylvauia railway to terminus,	Length of road,	1.68	1.68
	Length of single track,	1.68	1.68
Vance's Mills branch, from Vauce's Mills Junction to Bute,	Length of road,	2.91	2.91
	Length of single track,	2.91	2.91

South Mountain.

Year ending December 31, 1884.

Officers.	*Residences.*
J. C. Fuller, President,	Philadelphia.
William H. Woodward, Secretary and Treasurer,	Pine Grove Furnace.
A. E. Lehman, Chief Engineer,	Pine Grove Furnace.
William H. Woodward, General Superintendeut,	Pine Grove Furnace.

Geueral offices at Pine Grove Furnace, Cumberland county, Pa.

Directors.	*Residences.*
J. C. Fuller,	Philadelphia.
Jay Cooke,	Philadelphia.
Jay Cooke, junior,	Philadelphia.
Charles D. Barney,	Philadelphia.
Spencer Erwin,	Philadelphia.
B. J. Woodward,	Philadelphia.
John M. Butler,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Carlisle to Pine Grove Furnace,	17.78	All.

State Line and Sullivan.

Four months ending April 30, 1884.

Officers.	*Residences.*
J. Raymond Claghorn, President,	222 West Logan square, Philadelphia.
O. A. Baldwin, Secretary,	Towanda, Pa.
George H. Lewars, Treasurer,	1020 Walnut street, Philadelphia.
I. O. Blight, Gen. Manager and Gen. Sup't,	Towanda, Pa.

General offices at Towanda, Bradford county, Pa.

Directors.	*Residences.*
J. Raymond Claghorn,	222 West Logan square, Philadelphia.
Edward M. Davis,	Montgomery county, Pa.
Henry C. Davis,	Montgomery county, Pa.
Edward Hoopes,	1534 Arch street, Philadelphia.
N. N. Betts,	Towanda, Pa.
William S. Grant,	258 South Third street, Philadelphia.
*James L. Claghorn,	222 West Logan square, Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Monroeton to Bernice,	24	24
Length of single main track,	24	24

ASSETS.

Equipment,	$38,800	00
LIABILITIES.		
Capital stock,	$1,000,000	00
Funded debt,	200,000	00
Unfunded debt,	20,635	75

*Since deceased.

Stony Creek.

Year ending October 31, 1884.

Officers.	*Residences.*
James Boyd, President,	Norristown, Pa.
Howard Boyd, Secretary and Treasurer,	Norristown, Pa.
James Boyd, General Solicitor,	Norristown, Pa.
George B. Boggs, Chief Engineer and General Superintendent,	Norristown, Pa.

General offices at No. 33 East Main street, Norristown, Pa.

Directors.	*Residences.*
A. R. Cox,	Norristown, Pa.
F. D. Sower,	Norristown, Pa.
Oliver G. Morris,	Line Lexington, Pa.
Samuel Dresher,	Norritonville, Pa.
David S. Heebner,	Lansdale, Pa.
Joshua Comly,	Philadelphia, Pa.
John Slingluff,	Norristown, Pa.
Henry A. Derr,	Norristown, Pa.
Daniel C. Getty,	Norristown, Pa.
E. Channing Potts,	Norristown, Pa.
J. P. Hale Jenkins,	Norristown, Pa.
John S. Heebner,	Lansdale, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, single track, from Norristown to Lansdale,	10.3	10.3
Branches.		
Asylum branch, from Asylum Junction to State Asylum, Length of single track,	0.85	0.85

ASSETS.

Construction,	$454,869	16
Equipment,	397	34
Real estate,	46,569	31
Right of way,	42,269	07
Bonds of the Agricultural Improvement Company,	300	00
Material account,	1,490	81
Cash,	11,711	48
Debts due on account of October business, &c.,	4,343	43
Income account,	330,566	22
	$892,516	82

LIABILITIES.

Capital stock,	$176,100	00
Installments on stock,	884	64
Mortgage bonds,	350,000	00
Liabilities and debts due on account of October business, &c.,	345,740	52
Mortgages and ground-rents,	5,500	00
Coupons due October 1, 1884, unpaid,	12,250	00
Coupons due April 1, 1885, accrued,	2,041	66
	$892,516	82

Strasburg.

Year ending December 31, 1884.

Officers.	*Residences.*
Henry Baumgardner, President,	Lancaster, Pa.
Thomas Baumgardner, Treasurer,	Lancaster, Pa.

General offices at Lancaster city, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Leaman Place to Strasburg,	4.5	4.5

Sunbury, Hazleton and Wilkes-Barre.

Year ending December 31, 1884.

Officers.	*Residences.*
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.	*Residences.*
D. B. Cummins,	Philadelphia.
Wistar Morris,	Philadelphia.
George B. Roberts,	Philadelphia.
Edmund Smith,	Philadelphia.
J. Price Wetherill,	Philadelphia.
Henry D. Welsh,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Sunbury to Tomhicken,	43.44	43.44
Length of single main track,	43.44	43.44

Sunbury and Lewistown.

Year ending December 31, 1884.

Officers.	*Residences.*
Aaron Fries, President,	Philadelphia, Pa.
Frank S. Lewis, Secretary and Treasurer,	Philadelphia, Pa.
James H. Campbell, General Solicitor,	Philadelphia, Pa.
W. M. Phillips, Division Superintendent,	Lewistown, Pa.

Directors.	*Residences.*
James H. Campbell,	Philadelphia, Pa.
Stephen Greene,	Philadelphia, Pa.
John Hart,	Doylestown, Pa.
Samuel G. Lewis,	Philadelphia, Pa.
John W. Moffly,	Philadelphia, Pa.
George Shannon,	Norristown, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lewistown to Selin's Grove Junction,	43.31	43.31
Length of single main track,	43.31	43.31

Susquehanna and Clearfield.

Year ending December 31, 1884.

Officers.	*Residences.*
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

Directors.	*Residences.*
John P. Green,	Philadelphia.
Wistar Morris,	Philadelphia.
George B. Roberts,	Philadelphia.
Edmund Smith,	Philadelphia.
J. Price Wetherill,	Philadelphia.
Henry D. Welsh,	Philadelphia.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Keating to Karthaus,		22.73	22.73
Length of single main track,		22.73	22.73
Branches.			
Three Runs branch, from Three Runs to Rotter's Mills,	Length of road,	2.11	2.11
	Length of single track,	2.11	2.11

Susquehanna and Delaware River.

Year ending December 31, 1884.

Officers.	*Residences.*
Damon Y. Kilgore, President,	——
John Keim, Secretary,	——
James W. Masters, Treasurer,	——
Damon Y. Kilgore, General Solicitor,	——
Richard B. Osborne, Chief Engineer,	——

Directors.	*Residences.*
Franklin M. Hower,	Cherryville, Pa.
Napoleon Desh,	Jonestown, Pa.
James W. Masters,	Philadelphia, Pa.
David H. Stone,	Philadelphia, Pa.
William Johnston,	Philadelphia, Pa.
Richard B. Westbrook,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Harrisburg to Delaware river south of Water Gap,	107	All.
Length of single main track completed,	1½	
Branches.		
Berneville branch, from Straustown to Reading, length of road,	20	

Tioga.

Year ending December 31, 1884.

Officers.	*Residences.*
John King, President,	New York city.
C. C. Drake, Secretary,	Elmira, N. Y.
D. S. Drake, Treasurer,	Elmira, N. Y.
J. D. Shultz, Chief Engineer,	Blossburg, Pa.
L. H. Shattuck, Superintendent,	Blossburg, Pa.

Directors.	*Residences.*
John King,	New York city.
William Libbey,	New York city.
F. N. Drake,	Corning, N. Y.
C. C. Drake,	Elmira, N. Y.
H. W. Rathbone,	Elmira, N. Y.
D. S. Drake,	Elmira, N. Y.
H. D. V. Pratt,	Elmira, N. Y.
S. T. Reynolds,	Elmira, N. Y.
H. H. Cook,	New York city.
L. H. Shattuck,	Blossburg, Pa.
J. G. McCullock,	New York city.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of line, from State Line Junction, N. Y., to Hoytville, Pa.,	62.6	56.0
Branches.		
Morris Run branch, from Morris Run, Pa., to Blossburg, Pa., length of road,	4.0	4.0
Leased Roads.		
Arnot and Pine Creek railroad, from Arnot to Hoytville, length of road,	12.0	12.0
Elmira State line railroad, from junction Northern Central railroad, near city of Elmira, to Pennsylvania State Line, length of road,	6.6	

ASSETS.

Construction account,	$1,467,511	02
Material on hand,	53,553	50
Accounts due from other corporations,	956,762	93
Bills receivable,	1,014,000	00
House account,	35,605	82
	$3,527,433	27

LIABILITIES.

Capital stock,	$580,900	00
Funded debt,	789,500	00
Accounts due other corporations,	1,359	62
Profit and loss,	2,155,673	65
	$3,527,433	27

Tionesta Valley.

Year ending December 31, 1884.

Officers.	*Residences.*
Walter Horton, President,	Sheffield, Pa.
Webb Horton, Vice President,	Middletown, N. Y.
Jerry Crary, Secretary,	Sheffield, Pa.
Charles Sigel, Treasurer,	Sheffield, Pa.
Isaac Horton, General Manager,	Sheffield, Pa.
George Dickinson, General Superintendent,	Sheffield, Pa.

General offices at Sheffield, Warren county, Pa.

Directors.	*Residences.*
Walter Horton,	Sheffield, Pa.
Jerry Crary,	Sheffield, Pa.
Charles Sigel,	Sheffield, Pa.
George Dickinson,	Sheffield, Pa.
George Horton,	Sheffield, Pa.
Isaac Horton,	Sheffield, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Sheffield to Sheffield Junction, length of single track,		13.0
Branches.		
James branch, from Brookston to James mill, length of single track,		2.0
Leased Roads.		
Cherry Grove railroad, from Sheffield to Garfield, length of single track,		11.0
Sheffield and Spring creek, from Sheffield Junction to Augustville, length of double track,		5.6

ASSETS.

Fifteen miles track,	$60,000	00
Two engines,	10,000	00
Two coaches,	4,000	00
Seventy-two freight cars,	14,400	00
Engine-house and buildings,	1,000	00
One engine, Cherry Grove,	5,000	00
Twenty-five freight cars and one caboose,	5,100	00
Other accounts—right of way, &c.,	7,131	31
Shrinkage in value,	60,000	00
	$166,631	31

LIABILITIES.

Capital stock,	$100,000	00
Unfunded debt,	66,631	31
	$166,631	31

Tionesta and Clarion.

Year ending December 31, 1884.

Officers.	*Residences.*
J. W. Jones, President,	Philadelphia, Pa.
Ensign Bennett, Vice President,	Buffalo, N. Y.
J. R. Trimble, Secretary and Treasurer,	Philadelphia, Pa.
R. D. McCreary, Chief Engineer,	—

General offices at 242 South Third street, Philadelphia, Pa.

Directors.	*Residences.*
George F. Tyler,	Philadelphia, Pa.
E. A. Rollins,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
C. H. Clark,	Philadelphia, Pa.
H. M. Sill,	Philadelphia, Pa.
J. R. Trimble,	Philadelphia, Pa.
A. N. Martin,	Summit, N. J.
H. A. V. Post,	New York, N. Y.
Charles C. Pomeroy,	New York, N. Y.

Tresckow.

Year ending December 31, 1884.

Officers.	*Residences.*
F. C. Yarnall, President,	Overbrook, Pa.
S. Shepherd, Secretary and Treasurer,	Philadelphia, Pa.

General offices at Philadelphia, Pa.

Directors.	*Residences.*
J. S. Harris,	Philadelphia, Pa.
E. W. Clark,	Philadelphia, Pa.
George Whitney,	Philadelphia, Pa.
Edward Lewis,	Philadelphia, Pa.
E. Hill,	Philadelphia, Pa.
C. F. Howell,	Philadelphia, Pa.

ASSETS.

Construction account,	$232,897	51
	$232,897	51

LIABILITIES.

Capital stock, 2,600 shares,	$130,000	00
Due the Lehigh Coal and Navigation Company,	102,897	51
	$232,897	51

Turtle Creek and Allegheny River.

Year ending December 31, 1884.

Officers.	*Residences.*
William A. McIntosh, President,	Pittsburgh.
Thomas M. Carnegie, Vice President,	Pittsburgh.
John Walker, Secretary,	Pittsburgh.
James J. Donnell, Treasurer,	Pittsburgh.

Directors.	*Residences.*
William A. McIntosh,	Pittsburgh.
Thomas M. Carnegie,	Pittsburgh.
John Walker,	Pittsburgh.
John W. Vandevort,	Pittsburgh.
James J. Donnell,	Pittsburgh.
Frank Semple,	Pittsburgh.

Tyrone and Clearfield.

Year ending December 31, 1884.

Officers.	*Residences.*
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

Directors.	*Residences.*
John P. Green,	Philadelphia.
Wistar Morris,	Philadelphia.
Henry M. Phillips, (deceased,)	Philadelphia.
G. B. Roberts,	Philadelphia.
N. P. Shortridge,	Philadelphia.
Edmund Smith,	Philadelphia.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Vail to terminus,		45.69	45.69
Length of single main track,		41.96	41.96
Length of second main track,		3.73	3.73
Branches.			
Moshannon branch, from Osceola Junction to Vulcan,	Length of road,	11.43	11.43
	Length of single track,	6.85	6.85
	Length of double track,	4.58	4.58
Coal Run branch, from Coal Run Junction to terminus,	Length of road,	3.52	3.52
	Length of single track,	3.52	3.52
Morgan's Run branch, from Morgan's Run Junction to terminus,	Length of road,	4.05	4.05
	Length of single track,	4.05	4.05
Goss Run, No. 1, branch, from Goss Run Junction to terminus,	Length of road,	1.91	1.91
	Length of single track,	1.91	1.91
Goss Run, No. 2, branch, from Goss Run Junction, No. 2, to terminus,	Length of road,	1.64	1.64
	Length of single track,	1.64	1.64
Goss Run, No. 3, branch, from Goss Run Junction, No. 3, to terminus,	Length of road,	1.42	1.42
	Length of single track,	1.42	1.42
Houtzdale branch, from Houtzdale Junction to terminus,	Length of road,	0.74	0.74
	Length of single track,	0.74	0.74
Mapleton, No. 1, branch, from Mapleton Junction to terminus,	Length of road,	3.16	3.16
	Length of single track,	3.16	3.16
Crowell, or Mapleton, No. 2, branch, from Mapleton Junction, No. 2, to terminus,	Length of road,	2.24	2.24
	Length of single track,	2.24	2.24
Phillipsburg branch, from Phillipsburg Junction to Morrisdale,	Length of road,	3.49	3.49
	Length of single track,	3.49	3.49
Moshannon and Clearfield railroad branch, from Moshannon and Clearfield Junction to terminus,	Length of road,	7.20	7.20
	Length of single track,	7.20	7.20
Leskie branch, from Leskie Junction to Leskie colliery,	Length of road,	1.31	1.31
	Length of single track,	1.31	1.31

Warren and Farnsworth Valley.

Year ending December 31, 1884.

Officers.	*Residences.*
M. Waters, President,	Warren, Pa.
M. B. Dunham, Vice President,	Warren, Pa.
J. P. Jefferson, Secretary,	Warren, Pa.
A. D. Wood, Treasurer and General Manager,	Warren, Pa.
Wetmore, Noyes & Hinckley, General Solicitors,	Warren, Pa.

General offices at Warren, Pa.

Directors.	*Residences.*
T. Struthers,	Warren, Pa.
L. D. Wetmore,	Warren, Pa.
J. H. Eddy,	Warren, Pa.
C. W. Stone,	Warren, Pa.
A. J. Hazeltine,	Warren, Pa.
M. Beecher,	Warren, Pa.
F. Henry,	Warren, Pa.
F. H. Rockwell,	Warren, Pa.
M. B. Dunham,	Warren, Pa.
J. A. Cadwallader,	Titusville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Clarendon to Vandergrift,	10.05	10.05
Length of single main track,	10.05	10.05
Branches.		
Garfield branch, from Junction to Garfield, Length of road,	1.12	1.12
Garfield branch, from Junction to Garfield, Length of single track,	1.12	1.12
Dunham's Mill branch, from Junction to Dunham's Mill, Length of road,	4.09	4.09
Dunham's Mill branch, from Junction to Dunham's Mill, Length of single track,	4.09	4.09

ASSETS.

Construction,	$123,431	71
Equipment,	44,917	77
	$168,349	48

LIABILITIES.

Capital stock,	$75,000	00
Funded debt,	64,000	00
Unfunded debt,	18,520	00
	$157,520	00

Waynesburg and Washington.

Year ending December 31, 1884.

Officers.	*Residences.*
J. F. Temple, President,	Waynesburg, Pa.
J. A. J. Buchanan, Vice President,	Waynesburg, Pa.
James E. Sayers, Vice President,	Waynesburg, Pa.
C. A. Black, Vice President,	Waynesburg, Pa.
Uriah Inghram, Vice President,	Waynesburg, Pa.
J. G. Ritchie, Secretary,	Waynesburg, Pa.
L. J. Braden, Treasurer,	Waynesburg, Pa.
P. A. Knox, General Solicitor,	Waynesburg, Pa.
C. E. Bower, General Superintendent,	Waynesburg, Pa.

General offices at Waynesburg, Greene county, Pa.

Directors.	*Residences.*
Demas McCollum,	Waynesburg, Pa.
W. T. Lantz,	Waynesburg, Pa.
Bazel Gordon,	Waynesburg, Pa.
Aaron Day,	Waynesburg, Pa.
D. A. Spragg,	Waynesburg, Pa.
R. A. McConnell,	Waynesburg, Pa.
Jacob Swart,	Hopkins' Mills, Pa.
Julius Le Moyne,	Washington, Pa.
J. G. Ritchie,	Waynesburg, Pa.
Samuel Luse,	Waynesburg, Pa.
Thomas Hook,	Waynesburg, Pa.
Thomas W. Sayers,	Waynesburg, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Waynesburg to Washington,	28.3	All.
Length of single main track,	28.3	All.

ASSETS.

Construction,	$162,271	57
Equipment,	33,533	79
Real estate,	4,300	00
Bills receivable,	454	00
Material on hand,	836	50
Cash in hands of treasurer,	2,494	20
	$203,890	06

LIABILITIES.

Capital stock paid in,	$101,364	97
Funded debt,	98,900	00
Bills payable,	2,462	44
Profit and loss,	1,162	65
	$203,890	06

West Chester and Phœnixville.

Year ending 1884.

251 SOUTH THIRD STREET,
PHILADELPHIA, *April 7, 1885.*

Honorable J. SIMPSON AFRICA,
Secretary of Internal Affairs, Harrisburg, Pa:

DEAR SIR: The report of the West Chester and Phœnixville Railroad Company is substantially the same as last year, *i. e.*, matters stand in *statu quo* other than the question of cost, which has been increased by interest account, and now stands thirteen thousand eight hundred and thirty-nine dollars and eighty-nine cents ($13,839 89.)

For further information, I beg to refer to our very full report to your predecessor for the year 1881, pages 908 to 911, inclusive, and remain,

Respectfully yours,
WEST CHESTER AND PHOENIXVILLE RAILROAD COMPANY.
By WILLIAM E. LOCKWOOD,
President.

Western Maryland.

Year ending September 30, 1884.

Officers.	*Residences.*
J. M. Hood, President, Chief Engineer, General Manager, and General Superintendent,	Baltimore.
John S. Harden, Secretary and Treasurer,	Baltimore.
Marshall & Hall, General Solicitors,	Baltimore.

General offices at Baltimore.

Directors.	*Residences.*
William A. Boyd,	Baltimore.
Christian Devries,	Baltimore.
T. Edward Hambleton,	Baltimore.
E. G. Hipsley,	Baltimore.
James W. McElroy,	Baltimore.
William S. Rayner,	Baltimore.
Samuel H. Tagart,	Baltimore.
James C. Wheeden,	Baltimore.
Joshua Biggs,	Frederick county.
George W. Harris,	Washington county.
C. W. Humrichouse,	Washington county.
J. K. Longwell,	Carroll county.
Edward Worthington,	Baltimore.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Baltimore to Williamsport, Md.,		90	.50
Length of single main track,		90	
Leased Roads.			
Baltimore and Cumberland Valley railway, from Edgemont, Md., to Pennsylvania State line,	Length of road,	3.03	
Baltimore and Cumberland Valley railroad, from Maryland State line to Waynesboro',	Length of single track,	4.55	4.55
Baltimore and Cumberland Valley railroad extension,	Length of road,	26.02	26.02

ASSETS.

To cost of old road and appurtenances,		$2,412,954	46
To cost of new road and appurtenances paid out of construction fund,	$1,875,000 00		
To cost of new road and appurtenances paid out of general revenue,	8,580 53		
		1,883,580	53
To equipment and betterments,		687,630	11
To sinking fund, second mortgage,		30,000	00
To balance due by other roads,		7,277	02
To material on hand,		13,245	36
To cash on hand,		30,631	30
		$5,065,318	78

LIABILITIES.

By first mortgage, unindorsed,	$400,000 00		
By first mortgage, indorsed by city,	200,000 00		
		$600,000	00
By preferred second mortgage,		600,000	00
By second mortgage, indorsed by city,	$300,000 00		
By second mortgage, indorsed by Washington county,	300,000 00		
		600,000	00
By third mortgage, indorsed by city,		875,000	00
By fourth mortgage, city stock received, (no bonds issued,)		1,000,000	00
By bills payable, (equipment notes,)		290,627	37
By stock subscriptions,		682,750	00
By improvement loan,		51,547	51
By improvement account from sale of old rails,		14,620	79
By Hagerstown improvement,		11,927	90
By loan account, (for car sheds,)		5,000	00
By general revenue,		333,845	21
		$5,065,318	78

Western Pennsylvania.

Year ending December 31, 1884.

Officers.	*Residences.*
J. N DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

Directors.	*Residences.*
Wistar Morris,	Philadelphia.
G. B. Roberts,	Philadelphia.
Edmund Smith,	Philadelphia.
John P. Green,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bolivar to Allegheny City,	75.57	75.57
Length of single main track,	70.37	70.37
Length of second main tract,	5.20	5.20
Branches.		
Butler branch, from Butler Junction to Butler, Length of road,	21.05	21.05
Butler branch, from Butler Junction to Butler, Length of single track,	21.05	21.05

West Penn and Shenango Connecting.

Year ending December 31, 1884.

Officers.	*Residences.*
James T. Blair, President,	Greenville, Pa.
I. D. Stinson, Secretary and Treasurer,	Greenville, Pa.

General offices at Greenville, Pa.

Directors.	*Residences.*
John P. Green,	Philadelphia, Pa.
A. H. Steele,	Titusville, Pa.
John M. Thompson,	Butler, Pa.
W. H. Garrett,	Greenville, Pa.
W. C. Stinson,	Erie, Pa.
J. A. Stranahan,	Mercer, Pa.
J. N. DuBarry,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Coaltown Junction to Butler,	19.6	19.6
Length of single main track,	All single track.	
Length of sidings,	2.4	2.4

Wheeling, Pittsburgh and Baltimore.

Year ending September 30, 1884.

Officers.	*Residences.*
J. B. Washington, President,	Pittsburgh, Pa.
W. W. Smith, Secretary,	Washington, Pa.
W. H. Ijams, Treasurer,	Baltimore, Md.
J. L. Randolph, Chief Engineer,	Martinsburg, W. Va.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
S. Spencer,	Baltimore, Md.
Johns McCleave,	Pittsburgh, Pa.
H. S. Burgesser,	Pittsburgh, Pa.
William Workman,	Washington, Pa.
W. W. Smith,	Washington, Pa.
W. C. King,	Washington, Pa.

Main Line.	Whole length in miles	Length in Penn'a.
Length of main line, from Washington, Pa., to Wheeling, W.Va.,	32.20	17
Length of single main track,	32.20	17

Williamsport and Clearfield.

Year ending December 31, 1884.

Officers.	*Residences.*
Cornelius V. Sidell, President,	New York city, N. Y.
Charles D. Ingersoll, Secretary and Treasurer,	New York city, N. Y.

General offices at 522 Walnut street, Philadelphia.

Directors.	*Residences.*
Cornelius V. Sidell,	New York city, N. Y.
Henry Crosky,	Philadelphia, Pa.
H. W. Albertson,	Philadelphia, Pa.
Richard W. Clay,	Philadelphia, Pa.
A. H. Williams,	Philadelphia, Pa.
C. D. Riley,	Philadelphia, Pa.
M. K. King,	Norfolk, Va.
William D. Hornblower,	New York city, N. Y.
C. D. Ingersoll,	New York city, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Jersey to Clearfield,	70	All.

Williamsport and North Branch.

Year ending December 31, 1884.

Officers.	*Residences.*
Benjamin G. Welch, President,	Hughesville, Pa.
DeWitt Bodine, Vice President,	Hughesville, Pa.
B. Harvey Welch, Secretary,	Hughesville, Pa.
C. William Woddrop, Treasurer,	Hughesville, Pa.
Benjamin G. Welch, General Maneager,	Hughesville, Pa.

General offices at Hughesville, Lycoming county, Pa.

Directors.	*Residences.*
John H. Dye,	Philadelphia, Pa.
Robert England,	Philadelphia, Pa.
Nathaniel Barr,	Philadelphia, Pa.
Thomas B. Reeves,	Philadelphia, Pa.
William J. Paul,	Philadelphia, Pa.
T. Nelson Davis,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Halls, Pa., to Bernice, Pa.,	40	40

Wilmington and Northern.

Year ending December 31, 1884.

Officers.	*Residences.*
Col. H. A. DuPont, President,	Near Wilmington, Del.
P. S. Ermold, Secretary and Treasurer,	Reading, Pa.
F. L. Hills, Chief Engineer,	Wilmington, Del.
A. G. McCausland, Superintendent,	Wilmington, Del.

General offices at Wilmington, Del., and Reading, Pa.

Directors.	*Residences.*
Col. H. A. DuPont,	Near Wilmington, Del.
George Brooke,	Birdsboro', Pa.
Charles Huston,	Coatesville, Pa.
A. L. Foster,	Near Wilmington, Del.
Richard Elias Ely,	New Hope, Bucks co., Pa.
John S. Gerhart,	Philadelphia, Pa.
William DuPont,	Near Wilmington, Del.

Main Line.		Whole length in miles.	Length in Penn'a.
Length of main line, from Wilmington, Del., to Birdsboro', Pa.,		63.6	51.6
Length of single main track,		63.6	51.6
Branches.			
Reading branch, from Birdsboro', Pa., to High's Junction,	Length of road,	6.9	6.9
	Length of single track,	6.9	6.9
French Creek branch, from Springfield, Pa., to St. Peter's, Pa.,	Length of road,	5.9	5.9
	Length of single track,	5.9	5.9
Rockland Mills branch, from DuPont, Del., to Rockland, Del.,	Length of road,	1.0	
	Length of single track,	1.0	
Kentmere Branch, from junction with main line near Silver Brook, Del., to Kentmere, Del.,	Length of road,	2.27	
	Length of single track,	2.27	
Delaware River Extension branch, from junction with main line near Wilmington and Northern railroad wharf, Wilmington, Del., to Delaware river, Del.,	Length of road,	3.5	
	Length of single track,	3.5	
Christiana Avenue branch, from junction with Delaware River Extension to Third street bridge, Wilmington, Del.,	Length of road,	1.87	
	Length of single track,	1.87	
South Walnut Street branch, from junction with Delaware River Extension to Market street bridge, Wilmington, Del.,	Length of road,	1.07	
	Length of single track,	1.07	
Water Street branch, from junction with main line near Cedar street, Wilmington, to French street, Wilmington, Del.,	Length of road,	1.0	
	Length of single track,	1.0	

ASSETS.

Railroad, main line,	$1,115,948	25
Reading branch,	81,217	61
Delaware River Extension branch,	95,802	22
French Creek branch,	50,005	26
Rockland Mills branch,	22,157	90
Christiana Avenue branch,	22,082	14
Water Street branch,	15,981	53
South Walnut Street branch,	12,853	08
Kentmere branch,	89,661	49
Equipment—rolling stock,	162,126	08
Equipment—office and station furniture,	2,872	18
Real estate,	42,777	95
Depots and buildings,	37,069	40
Engine-houses and turn-tables,	9,995	39
Stationary machinery,	4,934	58
Telegraph line,	3,765	50
Water stations,	3,478	69
Materials on hand,	12,001	03
Tools on hand,	8,056	88
Cash on hand,	9,545	38
SUNDRY ASSETS.		
Amounts due by station agents, $19,643 40		
Amounts due by telegraph operators, 49 14		
Amounts due by United States Post-office Department, 781 04		
Amounts due by railroad companies, 16,084 28		
Amount Kentmere branch bond bought, 500 00		
	37,057	86
	$1,839,390	40

LIABILITIES.			
Capital stock, (25,561 shares,)		$1,278,050	00
Bonds—French Creek branch, coupon bonds,		29,000	00
Bonds—Rockland Mills branch, coupon bonds,		10,200	00
Bonds—Delaware River Extension branch, registered bonds,		100,000	00
Bonds—Kentmere branch, registered bonds,		89,500	00
Bond and mortgage account,		15,500	00
Profit and loss account,		280,800	81
Amounts due sundry railroads, on December account,	$8,782 37		
Amounts due sundry vouchers, on December account,	24,782 39		
Amounts due Commonwealth of Pennsylvania for taxes,	2,774 83		
		36,339	59
		$1,839,390	40

Wind Gap and Delaware.

Year ending December 31, 1884.

Officers.	*Residences.*
F. C. Yarnall, President,	Overbrook, Pa.
S. Shepherd, Secretary and Treasurer,	Philadelphia.

General offices at Philadelphia, Pa.

Directors.	*Residences.*
J. S. Harris,	Philadelphia.
George Whitney,	Philadelphia.
S. Shepherd,	Philadelphia.
E. Hill,	Philadelphia.
E. W. Clark, junior,	Philadelphia.
C. F. Howell,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pen Argyl to Stroudsburg,	17	17
Length of single main track laid,	4	4
Branches.		
Bangor branch, from Pen Argyl to Bangor, Length of road,	5	5
Bangor branch, from Pen Argyl to Bangor, Length of single track,	5	5

ASSETS.

Construction account,	$60,395	73
	$60,395	73

LIABILITIES.

Capital stock,	$50,000	00
Due the Lehigh Coal and Navigation Company,	10,395	73
	$60,395	73

York and Peach Bottom.

Year ending December 31, 1884.

Officers.	*Residences.*
C. R. McConkey, President,	Peach Bottom, Pa.
F. G. Metzgar, Secretary,	York, Pa.
E. G. Smyser, Treasurer,	York, Pa.
W. F. Bay Stewart, General Solicitor,	York, Pa.
S. M. Manifold, General Superintendent,	York, Pa.

General offices at York, Pa.

Directors.	*Residences.*
George S. Billmeyer,	York, Pa.
John Humphrey,	West Bangor, Pa.
Harry Keyser,	Airville, Pa.
Michael Schall,	York, Pa.
John H. Small,	York, Pa.
Edward G. Smyser,	York, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from York to Peach Bottom,	40	40

LIABILITIES.

Capital stock,	$247,550	00
Funded debt,	230,200	00
Unfunded debt,	44,344	03

Youghiogheny and Elizabeth.

Year ending November 1, 1884.

Officers.	*Residences.*
Charles C. Johnson, President,	Meadville, Pa.
H. D. Zweidinger, Secretary,	Pittsburgh, Pa.
John Musgrave, Treasurer,	Pittsburgh, Pa.
F. Schwartz, Chief Engineer,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
C. C. Johnson,	Meadville, Pa.
W. K. Gillespie,	Allegheny, Pa.
E. M. Johnson,	Pittsburgh, Pa.
Joshua Rhodes,	Pittsburgh, Pa.
John Musgrave,	Pittsburgh, Pa.
John Blyth,	West Newton, Pa.
R. W. Johnson,	New York, N. Y.

Youghiogheny Northern.

Year ending December 31, 1884.

Officers.	*Residences.*
Thomas Mellon, President,	Pittsburgh, Pa.
W. F. McCook, Secretary,	Pittsburgh, Pa.
A. M. Thorne, Treasurer,	Pittsburgh, Pa.

General offices at 104 Fifth avenue, Pittsburgh, Pa.

Directors.	*Residences.*
Thomas Mellon,	Pittsburgh, Pa.
H. C. Frick,	Pittsburgh, Pa.
E. M. Ferguson,	Pittsburgh, Pa.
Walton Ferguson,	Pittsburgh, Pa.
John Walker,	Allegheny, Pa.
Thomas M. Carnegie,	Pittsburgh, Pa.
George Lander,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Broad Ford to Summit,	$2\frac{223}{5280}$	$2\frac{223}{5280}$

ASSETS.

Right of way and construction,	$400,000	00
	$400,000	00

LIABILITIES.

Capital stock,	$400,000	00
	$400,000	00

PASSENGER RAILWAY REPORTS.

PASSENGER RAILWAY REPORTS.

Allentown.

Year ending October 31, 1884.

Officers.	*Residences.*
Samuel Lewis, President,	Allentown, Pa.
Joseph E. Balliet, Secretary and Treasurer,	Allentown, Pa.
Edwin Yeager, General Superintendent,	Allentown, Pa.

General office at Allentown, Pa.

Directors.	*Residences.*
Samuel Lewis,	Allentown, Pa.
William Saeger,	Allentown, Pa.
John D. Stiles,	Allentown, Pa.
Reuben P. Steckel,	Allentown, Pa.
Charles W. Cooper,	Allentown, Pa.

ASSETS.

Construction,	$24,992	04
Coach line,	1,712	50
Car account,	7,120	57
Live stock,	4,128	75
Real estate,	18,063	11
Tools,	148	71
Harness,	366	77
Furniture,	15	00
Profit and loss,	1,229	37
Cash,	483	18
	$58,260	00

LIABILITIES.

Capital stock,	$45,260	00
Mortgage payable,	10,000	00
Bills payable,	3,000	00
	$58,260	00

Bradford and Kendall.

Year ending December 31, 1884.

Officers.	*Residences.*
James Broder, President,	Bradford, Pa.
N. B. Parsons, Secretary,	Bradford, Pa.
E. Parsons, Treasurer, General Manager, and General Superintendent,	Bradford, Pa.

Directors.	*Residences.*
James Broder,	Bradford, Pa.
George R. Wetmore,	Warren, Pa.
George A. Berry,	Bradford, Pa.
Thomas Conneely,	Bradford, Pa.
E. Parsons,	Bradford, Pa.

ASSETS.

Construction account,	$12,595 84		
Sundry expenses,	16,379 92		
Property account,	4,968 57		
Dividends paid,	8,589 00		
		$42,533	33
Cash,		1,497	24
		$44,030	57

LIABILITIES.

Capital stock,	$12,000	00
Stock authorized by vote,	100	00
Receipts of road,	31,930	57
	$44,030	57

Central.

Year ending December 31, 1884.

Officers.	*Residences.*
George I. Whitney, President,	Pittsburgh.
F. L. Stephenson, Secretary and Treasurer,	Pittsburgh.
R. G. Herron, General Superintendent,	Pittsburgh.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
George I. Whitney,	Pittsburgh.
L. H. Williams,	Pittsburgh.
Robert K. Wilson,	Pittsburgh.
F. L. Stephenson,	Pittsburgh.
R. G. Herron,	Pittsburgh.
Jesse H. Lippincott,	Pittsburgh.
James H. Reed,	Pittsburgh.

ASSETS.

Construction,	$96,160	21
Equipment,	41,426	55
Profit and loss,	267	80
	$137,854	56

LIABILITIES.

Capital stock,	$100,000	00
Bonds,	17,000	00
Floating debt,	20,854	56
	$137,854	56

Chester Street.

Year ending December 31, 1884.

Officers.	*Residences.*
Richard Peters, junior, President,	Thurlow, Pa.
Hugh Shaw, Vice President,	Chester, Pa.
E. Mitchell Cornell, Secretary and Manager,	Chester, Pa.
Samuel A. Dyer, Treasurer,	Chester, Pa.

General offices at Chester, Pa.

Directors.	*Residences.*
William Appleby,	Chester, Pa.
J. Frank Black,	Chester, Pa.
William S. Blakeley,	Chester, Pa.
Samuel A. Dyer,	Chester, Pa.
Thomas J. Houston,	Chester, Pa.
George B. Lindsay,	Chester, Pa.
Richard Peters, junior,	Thurlow, Pa.
Hugh Shaw,	Chester, Pa.
F. W. Thomas,	Chester, Pa.
Robert Wetherill,	Chester, Pa.
Richard Wetherill,	Chester, Pa.

ASSETS.

Construction—real estate,	$17,251 27		
Construction—road,	47,576 99		
Construction—equipment,	24,757 61		
		$89,585	87
Cash,		5,500	32
		$95,086	19

LIABILITIES.

Capital stock,	$80,000	00
Profit and loss,	15,086	19
	$95,086	19

Citizens'.

Year ending December 31, 1884.

Officers.	*Residences.*
John McCartney, President,	Philadelphia.
John Q. Adams, Secretary and Treasurer,	Philadelphia.
J. Clarence Williams, General Superintendent,	Philadelphia.

General offices at north-west corner Twelfth and Susquehanna avenue, Philadelphia.

Directors.	*Residences.*
William McClary,	Philadelphia.
Charles E. Ellis,	Philadelphia.
John H. McIlwain,	Philadelphia.
Charles T. Colladay,	Philadelphia.
Richard M. Hartley,	Philadelphia.

ASSETS.

Construction, equipment, and real estate,	$500,211	14
Surplus fund,	58,274	98
	$558,486	12

LIABILITIES.

Capital stock,	$192,500	00
Surplus, reserve and profit and loss, all of which, except $58,274 98, has been expended in construction, equipment, and real estate,	365,986	12
	$558,486	12

Citizens'.

Year ending October 31, 1884.

Officers.	*Residences.*
John G. Holmes, President,	Allegheny, Pa.
Charles M. Gormly, Secretary,	Allegheny, Pa.
James J. Donnell, Treasurer,	Allegheny, Pa.
Murry A. Verner, General Superintendent,	Pittsburgh, Pa.

Directors.	*Residences.*
John G. Holmes,	Allegheny, Pa.
James Verner,	Pittsburgh, Pa.
John B. Jackson,	Pittsburgh, Pa.
William R. Holmes,	Pittsburgh, Pa.
Lewis Peterson, (deceased,)	Allegheny, Pa.

ASSETS.

Construction,	$150,674	84
Equipment,	78,595	43
Real estate,	107,083	34
Sharpsburg and Lawrenceville bridge stock,	2,200	00
Cash balance,	19,653	04
Material on hand,	1,129	00
Miscellaneous,	1,281	68
	$360,617	33

LIABILITIES.

Capital stock,	$200,000	00
Bond account,	50,000	00
Mortgage account,	4,000	00
Bills payable,	19,000	00
Sundry accounts,	1,856	05
Surplus fund,	65,761	28
Dividends,	20,000	00
	$360,617	33

City.

Year ending December 31, 1884.

Officers.	*Residences.*
John P. Levan, President,	Altoona, Pa.
L. B. Reifsneider, Secretary and Treasurer,	Altoona, Pa.
John J. Buch, Superintendent,	Altoona, Pa.

General offices at Altoona, Pa.

Directors.	*Residences.*
John P. Levan,	Altoona, Pa.
D. K. Ramey,	Altoona, Pa.
David Koch,	Altoona, Pa.
A. J. Anderson,	Altoona, Pa.
George A. McCormick,	Altoona, Pa.
Andrew Kipple,	Altoona, Pa.
James Louther,	Bellwood, Pa.
A. B. Hoover,	Tyrone, Pa.
H. S. Frank,	Philadelphia, Pa.

ASSETS.

Construction,	$45,754	63
Equipment,	22,245	37
Corn, hay, coal, wheels, &c.,	580	00
Cash on hand December 31, 1884,	1,514	05
	$70,094	05

LIABILITIES.

Capital stock paid up,	$68,000	00
Liabilities for current expenses,	180	00
Balance,	1,914	05
	$70,094	05

Coalville.

Year ending November 30, 1884.

Officers.	*Residences.*
Charles A. Miner, President,	Wilkes-Barre, Pa.
George Loveland, Secretary and Treasurer,	Wilkes-Barre, Pa.
Albert S. Orr, General Superintendent,	Wilkes-Barre, Pa.

General offices at Wilkes-Barre, Pa.

Directors.	*Residences.*
Charles A. Miner,	Wilkes-Barre, Pa.
Elias Robins,	Wilkes-Barre, Pa.
George W. Kirkendall,	Wilkes-Barre, Pa.
John G. Wood,	Wilkes-Barre, Pa.
Isaac M. Thomas,	Wilkes-Barre, Pa.

ASSETS.

Construction,	$38,348 76		
Equipment,	8,568 25		
		$46,917	01
Real estate, (cost of, including furniture,)		27,049	81
Interest dividends in 1870, 1871, and 1872,		6,211	48
Inventory of articles not in above,		250	00
Cash in bank and other assets,		492	72
		$80,921	02

LIABILITIES.

Capital stock,	$62,675	04
Balance due on mortgage,	13,050	04
Floating debt,	495	40
Profit and loss,	4,750	62
	$80,921	02

Continental.

Year ending December 31, 1884.

Officers.	*Residences.*
William L. Elkins, President,	———
John B. Peddle, Secretary and Treasurer,	———

General offices at Twenty-third and Brown streets, Philadelphia.

Directors.	*Residences.*
P. A. B. Widener,	Philadelphia.
Clay Kemble,	Philadelphia.
G. W. Elkins,	Philadelphia.
William J. Elliott,	Philadelphia.
George D. Widener,	Philadelphia.

Easton and South Easton.

Year ending December 31, 1884.

Officers.	*Residences.*
Henry A. Sage, President,	Easton, Pa.
H. W. Cooley, Secretary and Treasurer,	Easton, Pa.
Elisha Burwell, General Superintendent,	South Easton, Pa.

General offices at Easton, Pa.

Directors.	*Residences.*
Charles Stewart,	Easton, Pa.
Charles Seitz,	Easton, Pa.
J. H. Holt,	Easton, Pa.
John N. Hutchinson,	Easton, Pa.
Gamble Young,	South Easton, Pa.
John I. Kinsey,	South Easton, Pa.
Peter S. Beidler,	South Easton, Pa.

ASSETS.

Construction and equipment, including real estate,	$25,962	50
Hay and feed on hand, estimated,	400	00
Lamps, oil, and stable fixtures,	100	00
Cash on hand,	136	92
Profit and loss,	17,655	90
	$44,255	32

LIABILITIES.

Capital stock,	$29,562	50
Floating debt,	14,692	82
	$44,255	32

Empire.

Year ending December 31, 1884.

Officers.	*Residences.*
James McManes, President,	Philadelphia.
John Q. Adams, Secretary and Treasurer,	Philadelphia.

General offices at north-west corner Twelfth and Susquehanna avenue, Philadelphia.

Directors.	*Residences.*
C. D. Colladay,	Philadelphia.
Frank H. Ellis,	Philadelphia.
Isaac L. Williams,	Philadelphia.
P. A. B. Widener,	Philadelphia.
William H. Kemble,	Philadelphia.

Erie City.

Year ending December 31, 1884.

Officers.	*Residences.*
William W. Reed, President,	Erie, Pa.
A. L. Littell, Secretary,	Erie, Pa.
J. C. Spencer, Treasurer,	Erie, Pa.
Jacob Berst, General Manager,	Erie, Pa.

Directors.	*Residences.*
August Jarecki,	Erie, Pa.
John Berst,	Erie, Pa.
Titus Berst,	Erie, Pa.
H. L. Berst,	Erie, Pa.
Heman Janes,	Erie, Pa.
William Spencer,	Erie, Pa.
Jacob Berst,	Erie, Pa.

Federal Street and Pleasant Valley.

Year ending December 31, 1884.

Officers.	*Residences.*
William McCreery, President,	Allegheny, Pa.
J. T. Stockdale, Secretary and Treasurer,	Allegheny, Pa.
William J. Crozier, General Superintendent,	Allegheny, Pa.

General offices at Allegheny, Pa.

Directors.	*Residences.*
J. T. Stockdale,	Allegheny, Pa.
R. H. King,	Allegheny, Pa.
J. P. Speer,	Allegheny, Pa.
W. S. Bissell,	Allegheny, Pa.
D. F. Henry,	Pittsburgh, Pa.
R. K. Wilson,	Leetsdale, Pa.
William Roseberg,	Neville Station, Pa.
Frank Rahm,	Philadelphia, Pa.

ASSETS.

Construction,	$85,000	00
Extension of way,	1,027	00
Equipment,	55,000	00
Real estate,	35,000	00
Buildings,	44,616	26
Personal accounts,	4,734	57
Office change,	400	00
Cash,	4,053	14
	$229,830	97

LIABILITIES.

Capital stock,	$100,000	00
Bonds,	75,000	00
Bills payable,	26,000	00
Coupons,	2,496	52
Surplus,	26,334	45
	$229,830	97

Frankford and Southwark.

Year ending December 31, 1884.

Officers.	*Residences.*
Henry Geiger, President,	Philadelphia, Pa.
George S. Gandy, Secretary and Treasurer,	Philadelphia, Pa.
Warder H. Janney, General Superintendent,	Philadelphia, Pa.

Directors.	*Residences.*
Edward S. Handy,	Philadelphia, Pa.
John Noblit,	Philadelphia, Pa.
Joseph B. Van Dusen,	Philadelphia, Pa.
Thomas McClary,	Wilmington, Del.
William V. McGrath,	Philadelphia, Pa.
Alfred Smith,	Philadelphia, Pa.
Jer. J. Sullivan,	Philadelphia, Pa.
Daniel Weckerly,	Philadelphia, Pa.
Edgar Fries,	Philadelphia, Pa.
James H. Gay,	Philadelphia, Pa.
John L. Lawson,	Philadelphia, Pa.
Moses W. Lipper,	Philadelphia, Pa.

ASSETS.

Construction and equipment,		$982,175	45
Accounts receivable,		677	33
Supplies on hand,		10,452	82
Sinking fund investments,		12,900	00
Cash belonging to sinking fund,	$708 12		
Cash from stock subscriptions for taxes on the same,	9,000 00		
Cash from earnings,	102,233 87		
		111,941	99
		$1,118,147	59

LIABILITIES.

Capital stock,	$750,000	00
Mortgage bonds,	102,000	00
Accounts payable, including tax on stock issue,	11,410	91
Earnings appropriated to construction, equipment, and supplies,	254,736	68
	$1,118,147	59

Germantown.

Year ending December 31, 1884.

Officers.	*Residences.*
Adam Warthman, President,	Philadelphia, Pa.
William M. Singerly, Secretary, Treasurer, and General Manager,	Philadelphia, Pa.

General offices at 917 and 919 Chestnut street, Philadelphia.

Directors.	*Residences.*
Adam Warthman,	Philadelphia, Pa.
William J. Burkhardt,	Philadelphia, Pa.
William T. Carter,	Philadelphia, Pa.
Joseph Fareira,	Philadelphia, Pa.
Samuel G. Thompson,	Philadelphia, Pa.
Eli Keen,	Philadelphia, Pa.

Green and Coates Streets.

Year ending December 31, 1884.

Officers.	*Residences.*
J. Hays Carson, President,	Philadelphia.
Joseph S. Siddall, Secretary and Treasurer,	Philadelphia.

General offices at north-west corner of Tenth and Chestnut streets, Philadelphia.

Directors.	*Residences.*
William Cochran,	Philadelphia.
William Dulles,	Philadelphia.
Phineas Fries,	Philadelphia.
James McManes,	Philadelphia.
Charles J. Walton,	Philadelphia.
Moses A. Dropsie,	Philadelphia.
Meyer Liedenbach,	Philadelphia.
Clarence S. Kates,	Philadelphia.
John Dickey,	Philadelphia.
James S. Sullivan,	Philadelphia.
Oliver Hopkinson,	Philadelphia.
Alfred Horner,	Philadelphia.

Harrisburg City.

Year ending December 31, 1884.

Officers.	*Residences.*
Henry A. Kelker, President,	Harrisburg, Pa,
Daniel Eppley, Vice President,	Harrisburg, Pa.
John T. Ensminger, Secretary,	Harrisburg, Pa.
Rudolph F. Kelker, Treasurer,	Harrisburg, Pa.
Samuel B. Reed, Superintendent,	Harrisburg, Pa.

Directors.	*Residences.*
Henry A. Kelker,	Harrisburg, Pa.
Daniel Eppley,	Harrisburg, Pa.
William K. Cowden,	Harrisburg, Pa.
John Whitman,	Harrisburg, Pa.
J. G. M. Bay,	Harrisburg, Pa.
John T. Ensminger,	Harrisburg, Pa.
Alexander Roberts,	Harrisburg, Pa.
David Fleming,	Harrisburg, Pa.
George W. Reily,	Harrisburg, Pa.
William R. Gorgas,	Harrisburg, Pa.
William K. Alricks,	Harrisburg, Pa.
Rudolph F. Kelker,	Harrisburg, Pa.

ASSETS.

Construction,	$30,598 85		
Equipment,	32,964 53		
		$63,563	38
Hay and feed,		300	00
Cash on hand close of business December 31, 1884,		8,064	81
		$71,928	19

LIABILITIES.

Capital stock paid up,	$62,500	00
Liabilities for current expenses, say	100	00
Balance,	9,328	19
	$71,928	19

Hestonville, Mantua and Fairmount.

Year ending December 31, 1884.

Officers.	*Residences.*
Charles H. Lafferty, President,	Philadelphia.
Charles Lafferty, Vice President,	Philadelphia.
W. C. Foster, Secretary and Treasurer,	Philadelphia.

General offices at 4300 Lancaster avenue, Philadelphia.

Directors.	*Residences.*
John Keller,	Lancaster.
Charles Lafferty,	Philadelphia.
Levi N. Wagner,	Philadelphia.
John R. Griffith,	Philadelphia.
Henry Donahue,	Philadelphia.

ASSETS.

Construction,	$402,496	06
Equipment,	135,498	50
Real estate,	319,111	74
Real estate improvements,	69,707	67
International Exhibition stock,	9,810	00
City of Philadelphia,	500	00
Ground-rent,	1,000	00
Cash,	9,734	12
Bills receivable,	275	00
	$948,133	09

LIABILITIES.		
Capital stock,	$299,381	36
Race and Vine streets bonded debt,	124,500	00
Hestonville first mortgage,	600	00
Hestonville second mortgage,	7,500	00
Hestonville first mortgage, new account,	300,000	00
Bonds and mortgages on real estate,	97,999	99
Bills payable,	82,964	47
Hestonville first mortgage coupons,	367	50
Race and Vine streets coupons,	65	00
Conductors' deposits,	2,325	00
Drivers' deposits,	66	00
Dividends,	698	45
Profit and loss,	31,665	32
	$948,133	09

Johnstown.

Year ending December 31, 1884.

Officers.	*Residences.*
James McMillen, President,	Johnstown, Pa.
B. L. Yeagley, Secretary,	Johnstown, Pa.
W. H. Rosensteel, junior, Treasurer,	Johnstown, Pa.
D. J. Duncan, Superintendent,	Johnstown, Pa.

General offices at Johnstown, Pa.

Directors.	*Residences.*
James McMillan,	Johnstown, Pa.
Jacob Fend,	Johnstown, Pa.
W. H. Rosensteel,	Johnstown, Pa.
Alexander Kennedy,	Johnstown, Pa.
Herman Baumer,	Johnstown, Pa.
Charles F. Kress,	Johnstown, Pa.
Andrew Foster,	Johnstown, Pa.

ASSETS.		
Construction and equipment, 1882 and 1883,	$58,530	32
Construction and equipment, 1884,	24,832	71
Material and supplies on hand,	1,937	99
Cash,	3,131	57
	$88,432	59

LIABILITIES.		
Capital stock,	$84,000	00
Earnings appropriated to construction,	1,301	02
Surplus,	3,131	57
	$88,432	59

People's Street.

Year ending October 31, 1884.

Officers.	*Residences.*
William Matthews, President,	Scranton, Lackawanna co., Pa.
J. C. Platt, Secretary and Treasurer,	Scranton, Lackawanna co., Pa.
William Matthews, General Manager and Superintend't,	Scranton, Lackawanna co., Pa.

General offices at Scranton, Pa.

Directors.	*Residences.*
William Matthews,	Scranton, Lackawanna co., Pa.
James Blair,	Scranton, Lackawanna co., Pa.
J. C. Platt,	Scranton, Lackawanna co., Pa.
William Connell,	Scranton, Lackawanna co., Pa.
William W. Scranton,	Scranton, Lackawanna co., Pa.
William R. Storrs,	Scranton, Lackawanna co., Pa.
William W. Winton,	Scranton, Lackawanna co., Pa.
George Sanderson,	Scranton, Lackawonna co., Pa.
John B. Smith,	Dunmore, Lackawanna co., Pa.

ASSETS.

Construction account,	$139,280	08
Real estate account,	17,470	00
Cars and vehicles account,	6,528	00
Horse account,	10,002	76
Harness account,	180	00
Treasury, stock account,	1,300	00
Cash on hand,	311	04
	$175,071	88

LIABILITIES.

Capital stock,	$150,000	00
Bonds,	20,000	00
Accounts payable,	3,243	66
Profit and loss,	1,828	22
	$175,071	88

Lancaster City.

Year ending December 31, 1884.

Officers.	*Residences.*
John T. MacGonigle, President,	Lancaster, Pa.
Jacob B. Long, Secretary,	Lancaster, Pa.
William D. Sprecher, Treasurer,	Lancaster, Pa.
J. H. Baumgardner, General Manager,	Lancaster, Pa.

General offices at Lancaster, Pa.

Directors.	*Residences.*
B. J. McGrann,	Lancaster, Pa.
W. D. Sprecher,	Lancaster, Pa.
J. T. MacGonigle,	Lancaster, Pa.
Levi Sensenig,	Lancaster, Pa.
Elias McMellen,	Lancaster, Pa.
Byron G. Dodge,	Lancaster, Pa.
J. H. Baumgardner,	Lancaster, Pa.

ASSETS.

Construction of road,	$6,211	71
Equipment,	3,179	78
Real estate,	1,300	00
Cash,	304	25
Profit and loss,	404	26
	$11,400	00

LIABILITIES.

Capital stock,	$10,000	00
Unfunded debt,	1,400	00
	$11,400	00

Lombard and South Street.

Year ending October 31, 1884.

Officers.	*Residences.*
John B. Parsons, President,	Philadelphia.
Francis Hazlehurst, Secretary and Treasurer,	Philadelphia.
John M. Gaughen, General Superintendent,	Philadelphia.

General offices at Twenty-fifth and South streets, Philadelphia.

Directors.	*Residences.*
William Rotch Wister,	Philadelphia.
Robert N. Carson,	Philadelphia.
William H. Shelmerdine,	Philadelphia.
Edward Samuel,	Philadelphia.
H. A. Stevenson,	Philadelphia.

ASSETS.

Construction,	$533,356	32
Equipment,	43,042	74
Real estate,	82,167	58
Cash,	4,866	89
	$663,433	53

LIABILITIES.

Capital stock,	$294,393	00
Five per cent. bonds,	150,000	00
Seven per cent. bonds,	6,400	00
Ground-rents and mortgages,	18,010	00
Loans,	10,000	00
Sundry accounts,	976	00
Conductors' and drivers' deposits,	815	00
Profit and loss,	182,839	53
	$663,433	53

Lehigh Avenue.

Year ending December, 1884.

Officers.	*Residences.*
John Lamon, President,	1537 Columbia avenue.
William L. Elkins, Vice President,	1218 North Broad street.
Charles N. Porter, Secretary,	1920 North Thirteenth street.
John L. Hill, Treasurer,	1331 North Broad street.

General offices at 201 Walnut Place, Room 6, Philadelphia.

Directors.	*Residences.*
John Lamon,	———
William L. Elkins,	———
Charles N. Porter,	———
John L. Hill,	———
John McCullough,	1460 Cherry street.
Robert C. Tittermary,	1313 Master street.

Perkiomen Avenue.

Year ending December 31, 1884.

Officers.	*Residences.*
Charles Breneiser, President,	Reading.
Isaac Hiester, Secretary and Treasurer,	Reading.
John B. Houp, General Superintendent,	Reading.

General offices at Reading.

Directors.	*Residences.*
William D. Althouse,	Reading.
George W. Bard,	Reading.
Edward T. Clymer,	Temple, Berks county.
Aaron H. Doukle,	Reading.
Isaac Hiester,	Reading.
David Keiser,	Reading.

ASSETS.

Real estate,	$1,090	00
Road and railway,	57,699	53
Stable and office building,	3,337	93
Track construction,	2,500	08
Car house,	1,655	29
Equipment,	27,102	45
Cash and note,	619	12
	$94,004	40

LIABILITIES.

Capital stock,	$40,000	00
Surplus,	38,937	41
Profit and loss,	15,066	99
	$94,004	40

People's.

Year ending December 31, 1884.

Officers.	*Residences.*
C. J. Harrah, President,	Philadelphia.
Charles J. Harrah, junior, Vice President,	Philadelphia.
John C. Dessalet, Secretary and Treasurer,	Philadelphia.
William Hagenswiler, General Superintendent,	Philadelphia.

General offices at south-west corner Eighth and Dauphin streets, Philadelphia.

Directors.	*Residences.*
C. J. Harrah,	Philadelphia.
Charles J. Harrah, junior,	Philadelphia.
Joseph Morgan,	Philadelphia.
James W. M. Cardeza,	Philadelphia.
Isaac Schlichter,	Philadelphia.

ASSETS.

Construction and equipment,		$289,547	35
Real estate, 2646-48 Callowhill street,		9,833	33
Guarantee Trust and Safe Deposit Company, trustee:			
Deposit to secure Germantown lease,	$30,000 00		
Deposit in sinking fund,	17,500 00		
Deposit to pay interest on consolidated 5 per cent. bonds,	15,325 00		
		62,825	00
Real Estate Title Insurance and Trust Company:			
Deposit to secure Green and Coates Street lease,	$30,000 00		
Deposit in sinking fund,	15,000 00		
		45,000	00
Germantown Passenger Railway purchased stock,		1,532,279	01
Green and Coates Street Passenger Railway purchased stock,		446,738	12
People's Passenger Railway purchased stock,		8,239	79
Robert Beaver,		608	41
Accrued dividend Germantown stock, January 1, 1885,		17,222	63
Cash in treasury,		17,244	83
Leased roads:			
Mortgage debt, not covered by sinking fund,		39,250	01
Work & Co.,		463,237	60
Discount on bonds, stocks, &c.,		276,315	82
Profit and loss,		14,175	29
		$3,222,517	19

LIABILITIES.

Capital stock:		
Common, 60,000 shares, carried at	$740,000	00
Preferred, 30,000 shares, carried at	120,000	00
[All liability on account of this issue is denied.]		
Funded debt,	718,000	00
Unfunded debt,	1,644,517	19
	$3,222,517	19

Philadelphia City.

Year ending December 31, 1884.

Officers.	*Residences.*
William W. Colket, President,	Philadelphia.
T. W. Pennypacker, Secretary and Treasurer,	Philadelphia.

General offices at 202 Walnut Place, Philadelphia.

Directors.	*Residences.*
W. S. Wilson,	Philadelphia.
William Cochran,	Philadelphia.
John Markoe,	Philadelphia.
John M. Chestnut,	Philadelphia.
Collins W. Walton,	Philadelphia.
Walter Garrett,	Philadelphia.

ASSETS.

Construction,	$650,748	38
Equipment,	225,094	50
Cash,	78,954	90
	$954,797	78

LIABILITIES.

Capital stock,	$475,000	00
Mortgage bonds,	200,000	00
Debenture bonds,	100,000	00
Mortgage bonds, Philadelphia and Darby Railway Company,	43,000	00
Unclaimed dividends and interest,	1,519	53
Profit and loss,	135,278	25
	$954,797	78

Philadelphia and Darby.

Year ending December 31, 1884.

Officers.	*Residences.*
Charles L. Borie, President,	Philadelphia.
William W. Colket, Secretary and Treasurer,	Philadelphia.

General offices at 202 Walnut Place, Philadelphia, Pa.

Directors.	*Residences.*
M. Hall Stanton,	Philadelphia.
Collins W. Walton,	Philadelphia.
A. L. Bonnaffon,	Philadelphia.
William W. Colket,	Philadelphia.
Thomas U. Walker,	Chester Valley.
Christian W. Kunkle,	Philadelphia.

Philadelphia and Gray's Ferry.

Year ending December 31, 1884.

Officers.	*Residences.*
Matthew Brooks, President,	Philadelphia.
J. Crawford Dawes, Secretary and Treasurer,	Philadelphia.
Patrick Lovett, General Superintendent,	Philadelphia.

General offices at Thirty-sixth street and Gray's Ferry road.

Directors.	*Residences.*
J. Hicks Conrad,	Philadelphia.
Richard Dale,	Philadelphia.
William Dulles,	Philadelphia.
Oliver Hopkinson,	Philadelphia.
James McManes,	Philadelphia.
Thomas R. Woodhouse,	Philadelphia.

ASSETS.

Road and equipments,	$276,776	53
Schuylkill River passenger railway stock,	49,050	00
Over-issued stock,	10,000	00
Cash,	29,121	53
Trade dollars,	590	00
	$365,538	06

LIABILITIES.

Capital stock,	$309,207	00
Bonds and mortgages,	28,500	00
Dividends Nos. 9, 10, 13, and 15,	45	87
Profit and loss,	27,785	19
	$365,538	06

Philadelphia Traction.

Year ending December 31, 1884.

Officers.	*Residences.*
William H. Kemble, President,	Philadelphia.
Peter A. B. Widener, First Vice President,	Philadelphia.
William L. Elkins, Second Vice President,	Philadelphia.
D. W. Dickson, Secretary and Treasurer,	Philadelphia.

General offices at Forty-first and Haverford streets, Philadelphia.

Directors.	*Residences.*
William H. Kemble,	Philadelphia.
Peter A. B. Widener,	Philadelphia.
William L. Elkins,	Philadelphia.
Thomas Dolan,	Philadelphia.
James McManes,	Philadelphia.
Joseph B. Altemus,	Philadelphia.

Pittsburgh, Allegheny and Manchester.

Year ending October 31, 1884.

Officers.	*Residences.*
Charles Atwell, President,	Sewickley, Pa.
Charles Seibert, Secretary and Treasurer,	Pittsburgh.
J. C. Cotton, Superintendent,	Allegheny City, Pa.

General offices at Pittsburgh.

Directors.	*Residences.*
Charles Atwell,	Sewickley.
R. C. Gray,	Allegheny City.
Joe T. Speer,	Allegheny City.
Edward Gregg,	Allegheny City.
James S. McCord,	Pittsburgh.

ASSETS.

Construction,	$211,831	46
Equipment,	74,425	00
Real estate and buildings,	175,000	00
Furniture and fixtures,	625	00
Stocks held,	90,350	00
Due from sundry persons,	3,667	81
Conductors' change,	678	75
Cash,	3,256	14
Profit and loss,	165	84
	$560,000	00

LIABILITIES.

Capital stock,	$350,000	00
Funded debt,	205,000	00
Unfunded debt,	5,000	00
	$560,000	00

Pittsburgh and Birmingham.

Year ending November 4, 1884.

Officers.	*Residences.*
W. W. Patrick, President,	Pittsburgh.
D. F. Agnew, Secretary,	Pittsburgh.
John G. Holmes, Treasurer,	Pittsburgh.
John Delowry, General Superintendent,	Pittsburgh.

General offices at 1026 Liberty street, Pittsburgh.

Directors.	*Residences.*
W. W. Patrick,	Pittsburgh.
William M. Hersh,	Pittsburgh.
B. Wolff, junior,	Pittsburgh.
Charles J. Clark,	Pittsburgh.
Alexander Nimick,	Pittsburgh.

ASSETS.

Real estate,	$61,000	00
Construction,	127,000	00
Equipment,	39,000	00
Monongahela water stock,	425	00
Car change,	62	00
South Side Passenger Railway Company,	59,554	85
N. Holmes & Son,	250	16
	$287,292	01

LIABILITIES.

Bonds,	$75,000	00
Capital,	186,000	00
Bills payable,	9,000	00
Profit and loss,	17,292	01
	$287,292	01

Pittsburgh, Oakland and East Liberty.

Year ending December 31, 1884.

Officers.	*Residences.*
John T. Gordon, President,	Pittsburgh.
D. W. C. Bidwell, Treasurer,	Pittsburgh.

Directors.	*Residences.*
John T. Gordon,	Pittsburgh.
D. W. C. Bidwell,	Pittsburgh.
D. D. Bruce,	Pittsburgh.
A. W. Mellon,	Pittsburgh.
T. A. Mellon,	Pittsburgh.
R. B. Mellon,	Pittsburgh.
J. R. Mellon,	Pittsburgh.

ASSETS.

Construction,	$129,349	10
Equipment,	60,758	73
Real estate,	39,250	67
Cash on hand,	4,934	56
Sundry bills receivable,	1,900	00
Material on hand,	1,500	00
Sinking fund,	5,321	60
	$243,014	66

LIABILITIES.

Capital stock,	$150,000	00
Mortgage bonds,	95,000	00
Sundry debts,	18,540	46
	$263,540	46

Pittsburgh and West End.

Year ending December 31, 1884.

Officers.	*Residences.*
J. C. Reilly, President,	Pittsburgh.
John Burns, Vice President,	Pittsburgh.
Thomas S. Bigelow, Secretary and Treasurer,	Pittsburgh.
W. J. Burns, General Manager and General Superintendent,	Pittsburgh.

Directors.	*Residences.*
John C. Reilly,	Pittsburgh.
John Burns,	Pittsburgh.
Thomas S. Bigelow,	Pittsburgh.
William J. Burns,	Pittsburgh.

ASSETS.

Construction,	$25,900	21
Equipment,	24,239	10
Sundry accounts,	111	00
Cash on hand,	3,715	80
	$53,966	11

LIABILITIES.

Capital stock account,	$36,060	14
Bond account,	16,000	00
Bills payable account,	700	00
Profit and loss account,	1,205	97
	$53,966	11

Pittsburgh Union.

Year ending December 31, 1884.

Officers.	*Residences.*
James H. Sewell, President,	Allegheny City, Pa.
Charles Seibert, Secretary,	Pittsburgh.
James J. Donnell, Treasurer,	Allegheny City.

Directors.	*Residences.*
James H. Sewell,	Allegheny City.
Edwin Bindley,	Pittsburgh.
Walter P. Hansell,	Pittsburgh.
R. C. Wrenshall,	Pittsburgh.
F. M. Love,	Pittsburgh.
O. H. Allerton,	Pittsburgh.
R. C. Gray,	Allegheny City.

ASSETS.

Construction,	$76,899	93
Equipment,	70,784	72
Union Bridge Company stock,	612	50
Real estate,	14,827	85
Supplies on hand,	1,242	00
Cash on hand,	58	30
Profit and loss,	22,783	04
	$187,208	34

LIABILITIES.

Capital stock,	$69,375	00
Funded debt,	100,000	00
Unfunded debt,	17,833	34
	$187,208	34

Pittston Street.

Year ending December 31, 1884.

Officers.	*Residences.*
Isaac Everitt, President, General Manager, and General Superintendent,	West Pittston.
Eugene W. Mulligan, Secretary,	Wilkes-Barre.
M. W. Morris, Treasurer,	Pittston.

Directors.	*Residences.*
Isaac Everitt,	Pittston, Pa.
Eugene W. Mulligan,	Wilkes-Barre, Pa.
M. W. Morris,	Pittston, Pa.
George B. Everitt,	Pittston, Pa.
James L. Morris,	Pittston, Pa.
Edward L. Mulligan,	Wilkes-Barre, Pa.

Reading City.

Year ending December 31, 1884.

Officers.	*Residences.*
Benjamin F. Owen, President,	517 Court and 545 Centre avenue.
James L. Douglas, Vice President,	211 South Fifth street.
Henry A. Muhlenberg, Secretary and Treasurer,	532 Washington and 200 N. Fourth St.
John A. Rigg, General Superintendent,	517 Chestnut street.

Directors.	*Residences.*
Henry A. Muhlenberg,	532 Washington and 200 N. Fourth St.
William A. Medlar,	215 North Sixth street.
Charles H. Scheaffer,	524 Washington street.
Albert Thalheimer,	105 North Eighth street.
Matthew Harbster,	417 South Fifth street.

ASSETS.

Construction account of the street railway,	$30,244	75
Equipment account of the street railway,	16,978	39
Total,	$47,223	14
Cost of real estate for stable, car-house, and adjoining lots,	4,217	25
Stable building, actual cost,	5,861	00
Car-house building, actual cost,	4,272	91
Stock of feed on hand in the stable: Five tons hay, at $15, $75; two thousand bushels of oats, at thirty-five cents, $700; and four hundred and fifty bushels of corn, at fifty cents, $225; total,	1,000	00
During the year 1884, there was spent by the company: For two (2) new additional open cars, $900; for nineteen horses, (purchased for $2,783, less $1,123 63 received from sale of nine horses,) $1,659 37; paving stone, $427 85; (four hundred tons of paving stone being now on hand at a cost of $387 76;) total,	2,987	22
These three items might have been charged to construction and equipment accounts, the two former items to equipment, and the latter to construction account.		
Balance on hand December 31, 1884,	1,481	65
Total,	$67,043	17

LIABILITIES.

Capital stock, eight hundred and eleven (811) shares, at $50 per share,	$40,550	00
Funded debt, $12,000 bonds, secured by mortgage on the premises and property of the corporation; bonds due in 1993,	12,000	00
Purchase money, mortgage on additional lot of ground, 97x169 feet, on Minor street, opposite stable building,	2,000	00
Note given October 13, 1884, at four months' date, to Messrs. Bernhart & Koch, for two thousand bushels of feed,	1,051	59
Unclaimed dividends,	160	00
The surplus fund on December 31, 1884, in the hands of the treasurer, was,	1,481	65
A dividend of three per cent. on the capital stock was declared January 9, 1885, in amount, $1,216 50; such dividend, with some slight exceptions, has been paid out of the above surplus fund.		
Profit and loss; difference between assets and liabilities. This difference has been paid out of the cash earnings of the company, and is, therefore, a fair credit to profit and loss,	9,799	93
Total,	$67,043	17

Ridge Avenue.

Year ending December 31, 1884.

Officers.	*Residences.*
E. B. Edwards, President,	Ridge and Susquehanna av., Philadelphia, Pa.
John Lambert, Vice President,	Ridge and Susquehanna av., Philadelphia, Pa.
William S. Blight, Secretary and Treasurer,	Ridge and Susquehanna av., Philadelphia, Pa.
William Myers, General Superintendent,	Ridge and Susquehanna av., Philadelphia, Pa.

Directors.	*Residences.*
William S. Grant,	Philadelphia, Pa.
William T. Carter,	Philadelphia, Pa.
Charles Thomson Jones,	Philadelphia, Pa.
Henry Norris,	Philadelphia, Pa.
R. A. F. Penrose, M. D.,	Philadelphia, Pa.

ASSETS.

Construction,	$569,413	24
Ridge avenue stock,	11,803	49
Cash,	39,321	02
	$620,537	75

LIABILITIES.

Capital stock,	$420,000	00
Invested fund, (in depot, stable, offices, &c.,)	139,791	49
Profit and loss,	55,351	26
Sundries,	5,395	00
	$620,537	75

Schuylkill River.

Year ending December 31, 1884.

Officers.	*Residences.*
Oliver Hopkinson, President,	No. 1424 Spruce street, city.
J. Crawford Dawes, Secretary,	No. 1225 Monterey street, city.

General office at Thirty-sixth street and Gray's Ferry road.

Directors.	*Residences.*
Matthew Brooks,	No. 1414 Christian street, city.
J. Hicks Conrad,	No. 1506 Arch street, city.
William Penn Chandler,	No. 2110 Spruce street, city.
Joseph Hopkinson,	No. 1302 Spruce street, city.
Thomas R. Woodhouse,	No. 1111 Walnut street, city.
Samuel W. Woodhouse,	No. 500 S. Forty-second street, city.

ASSETS.

Road and equipments,	$47,463	54
Balance of cash paid over to the Philadelphia and Gray's Ferry company at the time of lease,	2,536	46
	$50,000	00

LIABILITIES.

Capital stock,	$50,000	00

Scranton.

Year ending December 31, 1884.

Officers.	*Residences.*
Charles E. Chittenden, President,	Scranton.
Melvin I. Corbett, Secretary,	Scranton.
Louis A. Watres, Treasurer,	Scranton.

General offices at Scranton.

Directors.	*Residences.*
Charles E. Chittenden,	Scranton.
Melvin I. Corbett,	Scranton.
Louis A. Watres,	Scranton.
Arthur H. Christy,	Scranton.
Alex. J. Connell,	Scranton.

Second Avenue.

Year ending December 31, 1884.

Officers.	*Residences.*
George Fawcett, President,	Pittsburgh, Pa.
James F. Fawcett, Secretary and General Superintendent,	Pittsburgh, Pa.
W. J. Fawcett, Treasurer,	Pittsburgh, Pa.

Directors.	*Residences.*
George Fawcett,	Pittsburgh, Pa.
James F. Fawcett,	Pittsburgh, Pa.
W. J. Fawcett,	Pittsburgh, Pa.
George W. Fawcett,	Pittsburgh, Pa.
W. H. Collingwood,	Pittsburgh, Pa.

Second and Third Streets.

Year ending December 31, 1884.

Officers.	*Residences.*
Alexander M. Fox, President,	1415 North Broad street.
Charles D. Matlack, Secretary,	703 North Eighth street.
William F. Miller, Treasurer,	1758 Frankford avenue.
George W. Thorn, Solicitor,	613 Vine street.
David W. Stephens, General Superintendent,	2453 Frankford avenue.
Charles C. Winnemore, General Superintendent,	Richmond street and Allegheny av.

General offices at 2453 Frankford avenue.

Directors.	*Residences.*
William Anspach,	Philadelphia.
Andrew J. Holman,	Philadelphia.
William Eisenbrey,	Philadelphia.
M. Hall Stanton,	Philadelphia.
Edwin T. Eisenbrey,	Philadelphia.
James Simpson,	Philadelphia.
Alexander L. Crawford,	Philadelphia.
Joseph R. Whitaker,	Philadelphia.
James A. Freeman,	Philadelphia.
Horace T. Potts,	Philadelphia.
George Hoff,	Philadelphia.
William Dulles,	Philadelphia.

ASSETS.

Construction,	$931,178	77
Supplies,	33,833	51
Individual ledger balances,	3,200	42
Cash,	79,506	63
	$1,047,719	33

LIABILITIES.

Capital stock,	$771,076	25
Blanket money,	228	00
Boot money,	50	00
Unpaid dividends,	1,929	50
Earnings appropriated to construction,	240,602	07
Earnings appropriated to supplies,	33,833	51
	$1,047,719	33

Seventeenth and Nineteenth Streets.

Year ending December 31, 1884.

Officers.	*Residences.*
Matthew S. Quay, President,	——
John B. Peddle, Secretary and Treasurer,	——

General offices at Twenty-third and Brown streets, Philadelphia.

Directors.	*Residences.*
Johu L. Hill,	Philadelphia.
Samuel Daniels,	Philadelphia.
George D. Widener,	Philadelphia.
William L. Elkins, Jr.,	Philadelphia.
George W. Elkins,	Pittsburgh.

South Side.

Year ending December 31, 1884.

Officers.	*Residences.*
D. Z. Brickell, President,	——
W. T. Wallace, Treasurer,	——
William Rossborough, General Superintendent,	——

Directors.	*Residences.*
D. Z. Brickell,	Pittsburgh, Pa.
W. T. Wallace,	Pittsburgh, Pa.
Thomas C. Lazear,	Pittsburgh, Pa.
William Brickell,	Pittsburgh, Pa.
George B. Hill,	Pittsburgh, Pa.
A. Lippmann,	Pittsburgh, Pa.
James S. Alexander,	Monongahela City, Pa.

Stroudsburg.

Year ending December 31, 1884.

Officers.	*Residences.*
Jackson Lautz, President and Treasurer,	Stroudsburg, Pa.
Jacob Houser, Secretary,	——

Directors.	*Residences.*
Jackson Lantz,	Stroudsburg.
P. S. Posten,	Stroudsburg.
Simpson Fetherman,	Stroudsburg.
Jacob Houser,	Stroudsburg.

ASSETS.

Construction of road,	$15,033	97
Real estate,	1,000	00
Rolling-stock,	5,228	00
Profit and loss,	1,232	53
Permanent improvement,	3,116	00
	$25,610	50

LIABILITIES.

Capital stock,	$25,600	00
Unpaid dividends,	10	50
	$25,610	50

Thirteenth and Fifteenth Streets.

Year ending December 31, 1884.

Officers.	*Residences.*
Thomas W. Ackley, President,	Philadelphia.
Thomas S. Harris, Secretary and Treasurer,	Philadelphia.
William P. Cooper, General Superintendent,	Philadelphia.

General offices at north-east corner Fifteenth and Cumberland sts., Philadelphia.

Directors.	*Residences.*
Robert Cresswell,	Philadelphia.
George W. Hall,	Philadelphia.
B. S. Kunkle,	Philadelphia.
W. R. Warner,	Philadelphia.
John C. Bingham,	Philadelphia.

ASSETS.

Construction and equipment,	$321,566	86
Real estate,	175,411	46
Bills receivable,	18,835	00
Cash on hand January 1, 1885,	2,599	54
	$518,412	86

LIABILITIES.

Capital stock,	$334,529	44
Funded and floating debt,	163,335	00
Sinking fund,	18,835	00
Profit and loss,	1,713	42
	$518,412	86

Transverse.

Year ending December 31, 1884.

Officers.	*Residences.*
C. L. Magee, President,	Pittsburgh.
C. F. Klopfer, Vice President,	Pittsburgh.
William R. Ford, Secretary and Treasurer,	Pittsburgh.
Miller Elliot, General Superintendent,	Pittsburgh.

General offices at Pittsburgh.

Directors.	*Residences.*
C. L. Magee,	Pittsburgh.
Joshua Rhodes,	Pittsburgh.
C. F. Klopfer,	Pittsburgh.
Wilson McCandless,	Pittsburgh.
A. F. Keating,	Pittsburgh.

ASSETS.

Construction,	$209,501	90
Equipment,	92,000	00
Real estate,	70,450	00
Profit and loss,	25,693	73
	$397,645	63

LIABILITIES.

Capital stock,	$175,000	00
Funded debt,	175,000	00
Miscellaneous,	47,645	63
	$397,645	63

Union.

Year ending December 31, 1884.

Officers.	*Residences.*
William H. Kemble, President,	Philadelphia.
P. A. B. Widener, Vice President,	Philadelphia.
John B. Peddle, Secretary and Treasurer,	Philadelphia.
Jacob C. Petty, General Superintendent,	Philadelphia.

General offices at Twenty-third and Brown streets, Philadelphia.

Directors.	*Residences.*
P. A. B. Widener,	Philadelphia.
James McManes,	Philadelphia.
William L. Elkins,	Philadelphia.
Henry Bumm,	Philadelphia.
William S. Stokley,	Philadelphia.
Matthew S. Quay,	Philadelphia.

ASSETS.

Cash,	$246,850	51
Construction, Union Passenger Railway Company,	855,422	74
Construction, Continental Passenger Railway Company,	161,009	26
Equipment, Union Passenger Railway Company,	475,606	22
Equipment, Continental Passenger Railway Company,	105,476	74
Real estate, Union Passenger Railway Company,	536,812	67
Real estate, Continental Passenger Railway Company,	113,869	99
Seventeenth and Nineteenth Streets Passenger Railway Company,	200,000	00
Seventeenth and Nineteenth Streets Passenger Railway Company stock,	600,000	00
Cable road,	623,409	05
Supplies,	41,870	50
Stock,	798	00
Accounts receivable,	11,947	71
	$3,973,073	39

LIABILITIES.

Capital stock, Union Passenger Railway Company,	$925,000	00
Capital stock, Continental Passenger Railway Company,	580,000	00
Funded debt, Union Passenger Railway Company,	730,300	00
Funded debt, Continental Passenger Railway Company,	350,000	00
Funded debt, Seventeenth and Nineteenth Streets Passenger Railway Company,	200,000	00
Loans,	275,000	00
Continental Passenger Railway Company,	3,174	20
Profit and loss,	909,599	19
	$3,973,073	39

West Philadelphia.

Year ending December 31, 1884.

Officers.	*Residences.*
Peter A. B. Widener, President,	Philadelphia.
D. W. Dickson, Secretary and Treasurer,	Philadelphia.
James F. Gorman, General Superintendent,	Philadelphia.

General offices at Forty-first and Haverford streets, Philadelphia.

Directors.	*Residences.*
Peter A. B. Widener,	Philadelphia.
William H. Kemble,	Philadelphia.
William L. Elkins,	Philadelphia.
William R. Leeds,	Philadelphia.
Joseph E. Gillingham,	Philadelphia.
George D. Widener,	Philadelphia.
Thomas Dolan,	Philadelphia.
James McManes,	Philadelphia.
Joseph B. Altemus,	Philadelphia.

ASSETS.

Cash,	$18,333	57
Construction and equipment,	1,141,871	55
	$1,160,205	12

LIABILITIES.

Capital stock,	$750,000	00
Profit and loss,	136,765	07
Funded debt,	246,000	00
Open accounts,	27,440	05
	$1,160,205	12

Wilkes-Barre and Kingston.

Year ending December 31, 1884.

Officers.	*Residences.*
W. J. Harvey, President,	Wilkes-Barre.
A. I. Davis, Secretary and Treasurer,	Wilkes-Barre.
W. J. Harvey, General Superintendent,	Wilkes-Barre.

Directors.	*Residences.*
W. J. Harvey,	Wilkes-Barre.
H. H. Harvey,	Wilkes-Barre.
E. P. Darling,	Wilkes-Barre.
R. J. Flick,	Wilkes-Barre.
L. B. Smith,	Wilkes-Barre.

ASSETS.

Real estate,	$12,031	69
Personal property,	13,877	45
Construction,	83,679	62
Bills receivable,	5,000	00
Cash,	12,592	41
Expenses,	254,388	84
Interest,	2,960	60
Dividends,	76,500	00
	$461,030	61

LIABILITIES.

Capital stock,	$100,000	00
Earnings,	360,834	61
Bills payable,	196	00
	$461,030	61

Williamsport.

Year ending December 31, 1884.

Officers.	*Residences.*
Robert P. Allen, President,	Williamsport, Pa.
Henry C. Parsons, Vice President,	Williamsport, Pa.
R. J. C. Walker, Secretary,	Williamsport, Pa.
Samuel A. Filbert, Treasurer and General Manager,	Williamsport, Pa.
F. D. Miller, General Superintendent,	Williamsport, Pa.

Directors.	*Residences.*
Robert P. Allen,	Williamsport.
Henry C. Parsons,	Williamsport.
R. J. C. Walker,	Williamsport.
Samuel A. Filbert,	Williamsport.

ASSETS.

Cash in treasurer's hands,	$729	23
Construction account,	81,050	66
Equipment account,	7,813	00
Hay and feed on hand,	826	00
	$90,418	89

LIABILITIES.

Accounts and bills payable,	$7,454	19
Capital stock,	60,000	00
Profit and loss account,	22,964	70
	$90,418	89

REPORTS OF

CANAL AND NAVIGATION COMPANIES.

REPORTS OF CANAL COMPANIES.

Delaware and Hudson.

Year ending December 31, 1884.

Officers.	*Residences.*
Robert M. Olyphant, President,	New York, N. Y.
Coe F. Young, Vice President and General Manager,	Honesdale, Pa.
F. Murray Olyphant, Secretary,	New York, N. Y.
James C. Hartt, Treasurer,	New York, N. Y.
Rollin Manviille, Railroad Superintendent,	Carbondale, Pa.

General offices at 21 Courtlandt street, New York, N. Y.

Directors.	*Residences.*
Abiel A. Low,	Brooklyn, N. Y.
James M. Halsted,	New York, N. Y.
Le Grand B. Cannon,	New York, N. Y.
James R. Taylor,	Brooklyn, N. Y.
John Jacob Astor,	New York, N. Y.
Thomas Cornell,	Rondout, N. Y.
Robert S. Hone,	New York, N. Y.
James Roosevelt,	Hyde Park, N. Y.
Abraham R. Van Nest,	New York, N. Y.
Hugh J. Jewett,	New York, N. Y.
David Dows,	New York, N. Y.
Robert M. Olyphant,	New York, N. Y.
Benjamin H. Bristow,	New York, N. Y.

ASSETS.

Canal,	$6,339,210	49
Railroad and equipment,	6,468,683	96
Real estate,	9,325,365	39
Mine improvements,	2,388,709	02
Mine fixtures and equipment,	403,708	29
Boats, barges, and steamboats,	617,889	09
Coal yards and fixtures,	172,889	94
Lackawanna and Susquehanna railroad,	1,022,938	15
Cherry Valley, Sharon and Albany railroad,	300,000	00

New York and Canada railroad,		$3,597,074	48
Lackawanna Palace Car Company,		28,300	00
Mechanicville and Fort Edward railroad,		51,927	88
Schenectady and Fort Edward railroad,		211,527	85
Telegraph lines,		14,734	80
Supplies on hand,		1,611,253	96
Coal on hand,		892,804	36
Advances to leased lines,		1,502,789	59
Miscellaneous assets, viz:			
Bonds,		148,608	59
Stocks, as follows:			
Albany and Susquehanna railroad, 8,540 shares,	$854,000 00		
Rensselaer and Saratoga railroad, 16,077 shares,	1,607,700 00		
Delaware and Hudson Canal Company, 6,161 shares,	616,100 00		
Sundry stocks,	145,650 84		
		3,223,450	84
Advances on coal,		698,125	80
Cash,		1,122,648	20
Bills and accounts receivable,		1,701,164	30
		$41,843,804	98

LIABILITIES.

Capital stock,		$23,500,000	00
Bonds:			
1891,	$5,549,000 00		
1894,	4,829,000 00		
1917,	5,000,000 00		
		15,378,000	00
Interest and dividends payable January, 1885,		579,175	00
Depositors,		148,516	13
Dividends and interest unclaimed,		50,382	01
Surplus,		2,187,731	84
		$41,843,804	98

Delaware Division.

Year ending December 31, 1884.

Officers.	*Residences.*
Joshua W. Woolston, President,	
Henry Giles, Secretary and Treasurer,	

Directors.	*Residences.*
Joshua W. Woolston,	Germantown, Pa.
I. V. Williamson,	Philadelphia, Pa.
J. S. Harris,	Philadelphia, Pa.
E. W. Clark,	Germantown, Pa.
F. C. Yarnall,	Philadelphia, Pa.
S. Fisher Corlies,	Philadelphia, Pa.
F. R. Cope,	Philadelphia, Pa.
E. Roberts, Jr.,	Philadelphia, Pa.
T. McKean,	Philadelphia, Pa.

ASSETS.

Canal,	$2,433,350	00
Cash and other assets,	6,655	59
	$2,440,005	59

LIABILITIES.

Capital stock,	$1,633,350	00
Bonds,	800,000	00
Profit and loss,	6,655	59
	$2,440,005	59

Lehigh Coal and Navigation.

Year ending December 31, 1884.

Officers.	*Residences.*
Joseph S. Harris, President,	Philadelphia.
F. C. Yarnall, Vice President,	Overbrook, Pa.
S. Shepherd, Secretary and Treasurer,	Philadelphia.

General offices at Philadelphia, Pa.

Directors.	*Residences.*
Francis R. Cope,	Philadelphia.
Edward W. Clark,	Philadelphia.
Fisher Hazard,	Mauch Chunk.
Charles Parrish,	Wilkes-Barre.
Samuel Dickson,	Philadelphia.
George Whitney,	Philadelphia.
E. B. Leisenring,	Mauch Chunk.
James M. Willcox,	Philadelphia.
Edward Lewis,	Philadelphia.
T. Charlton Henry,	Philadelphia.
Joseph S. Harris,	Philadelphia.
F. C. Yarnall,	Philadelphia.

ASSETS.

Lehigh and Susquehanna railroad,	$14,349,413	73
Lehigh navigation and shipping improvements,	3,000,000	00
Coal lands,	5,658,398	59
Coal improvements,	1,583,004	62
Panther Creek railroad and equipment,	476,643	99
Lansford shops and equipment,	84,828	52
Opened work and cut coal in mines,	462,903	38
Mining equipment,	263,738	78
Landed property and improvements,	713,774	24
Canal equipment,	222,308	81
Supplies on hand at mines,	136,088	61
Coal on hand,	98,420	54
5,743 shares Lehigh Coal and Navigation Company stock owned by company,	287,150	00
55,922 shares Alliance Coal Mining Company stock,	913,450	00
Delaware Division Canal Company bonds,	306,000	00
28,481 shares Delaware Division Canal Company stock,	1,424,050	00
Nesquehoning Valley Railroad Company stock,	326,303	50
Other securities owned by company,	479,397	33
Bonds and mortgages,	4,141	83
Principal ground and water rents,	178,670	36
Cash on hand,	217,192	68
	$31,185,879	51

LIABILITIES.

Capital stock, 216,609 shares issued,		$12,330,450 00		
Capital stock, 5,743 shares, owned by company,		287,150 00		
			$12,617,600	00
Loan due 1914,		$5,000,000 00		
Loan due 1897, gold,		4,653,000 00		
Loan due 1897, railroad,		2,000,000 00		
Loan due 1911, consolidated mortgage,		2,464,000 00		
Seven per cent. scrip redeemable in bonds, due 1911,		6,750 00		
Loan due 1894, gold,		747,500 00		
Greenwood mortgage bonds, due 1892,		643,000 00		
Mortgage bonds due 1887, Kent Bank tract,		37,000 00		
Loan due 1924, general mortgage,		1,000,000 00		
		$16,551,250 00		
Less gold loan due 1897, assumed by Central Railroad Company of New Jersey,	$2,310,000			
Less gold loan due 1897, assumed by Lehigh and Wilkes-Barre Coal Company,	500,000			
Less gold loan due 1894, assumed by Lehigh and Wilkes-Barre Coal Company,	747,500			
		3,557,500 00		
			12,993,750	00
Bills payable,			1,048,000	00
Central Railroad Company of New Jersey construction loan,		$757,365 03		
Philadelphia and Reading Railroad Company construction loan,		168,472 67		
			925,837	70
Ground rents, mortgages, and dowers,			161,157	12
Interest and dividends due January 1, 1885, and arrears,			126,407	68
Profit and loss,			2,287,988	92
Dividend fund,			679,934	27
Balance individual ledger,			345,203	82
			$31,185,879	51

Monongahela Navigation.

Year ending January 7, 1885.

Officers.	*Residences.*
Max K. Moorhead, President,	Pittsburgh, Pa.
William Bakewell, Secretary and Treasurer,	Pittsburgh, Pa.
W. P. Wood, Cargo Inspector,	Pittsburgh, Pa.
Thomas McGowan, Superintendent of Repairs,	Lock No. 4, Washington co., Pa.

Directors.	*Residences.*
Joseph Albree,	Pittsburgh, Pa.
Felix R. Brunot,	Allegheny, Pa.
Alexander Bradley,	Pittsburgh, Pa.
Allan C. Bakewell,	Pittsburgh, Pa.
John Harper,	Pittsburgh, Pa.
J. B. Murdoch, M. D.,	Pittsburgh, Pa.
J. B. Moorhead,	Philadelphia, Pa.
A. E. W. Painter,	Allegheny, Pa.
J. B. Sweitzer,	Pittsburgh, Pa.

ASSETS.

Construction,	$1,573,277	56
Cash,	4,252	62
Toll bills, (uncollected bills,)	34,127	52
Securities held for contingent and sinking funds, (cost,)	88,605	00
W. P. Wood, cargo inspector,	7,170	36
Repair boat,	6,393	13
	$1,713,826	19

LIABILITIES.

Capital stock,	$1,063,750	00
Scrip, convertible into stock,	1,981	00
First mortgage bonds,	37,000	00
Second mortgage bonds,	343,000	00
Undistributed stock,	105,736	00
Sinking fund (for pay of bonds,)	38,000	00
Contingent fund, (for repairs,)	50,000	00
Trustee account,	7,157	67
Suspended account,	1,392	90
State Treasurer,	6,546	15
Dividends unpaid,	693	00
Coupons unpaid,	8,560	00
Bills payable,	10,000	00
Profit and loss,	40,009	47
	$1,713,826	19

Pennsylvania.

Year ending December 31, 1884.

Officers.	*Residences.*
Isaac J. Wistar, President,	Philadelphia, Pa.
Alfred Mordecai, Secretary,	Philadelphia, Pa.
Thomas P. Haviland, Treasurer,	Philadelphia, Pa.
Thomas T. Wierman, Chief Engineer,	Harrisburg, Pa.
F. J. Deemer, Superintendent of Equipment,	Wilkes-Barre, Pa.
Thomas T. Wierman, Resident Engineer,	Harrisburg, Pa.

General offices at Philadelphia, Pa.

Directors.	*Residences.*
Isaac J. Wistar,	Philadelphia, Pa.
George B. Roberts,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
W. J. Howard,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
M. Hall Stanton,	Philadelphia, Pa.
Alexander Biddle,	Philadelphia, Pa.
Simon Gratz,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Clement A. Griswood,	Philadelphia, Pa.

ASSETS.

Capital stock, Susquehanna Coal Company and other companies,	$90,001	00
Cash,	98,045	59
Chesapeake and Delaware Canal Company,	438	61
Collectors,	660	14
Equipment,	213,478	53
Individuals and company's chief engineer's account,	81	53
Materials, Harrisburg repair shop,	5,437	07
Materials for Espy boat-yard,	5,302	00
Pennsylvania Railroad Company,	54,225	68
Pennsylvania canal,	6,708,856	30
Profit and loss,	374,419	85
Sinking fund,	62,465	70
T. T. Wierman, chief engineer,	500	00
	$7,613,912	00

LIABILITIES.

Capital stock,	$4,501,200	00
First mortgage bonds,	67,000	00
General mortgage bonds,	2,934,000	00
W. Hacker, auditor, pay-rolls,	5,905	80
W. Hacker, auditor, vouchers,	6,309	38
Interest on bonds in sinking fund,	9,135	00
Interest on first mortgage bonds,	1,950	00
Interest on general mortgage bonds,	83,610	00
Loans,	4,500	00
Susquehanna Canal Company,	252	56
Susquehanna Steamboat Company,	48	42
Union Canal Company,		84
	$7,613,912	00

Schuylkill Navigation.

Year ending December 31, 1884.

Officers.	*Residences.*
Frederick Fraley, President,	Philadelphia, Pa.
Richard Wilkins, Secretary and Treasurer,	Philadelphia, Pa.

General offices at No. 417 Walnut street, Philadelphia.

Managers.	*Residences.*
John N. Hutchinson,	Easton, Pa.
Charles W. Wharton,	Branchtown, Pa.
George Brooke,	Birdsboro', Pa.
Charles Baber,	Pottsville, Pa.
Michael Ward,	Philadelphia, Pa.
Thomas R. Patton,	Philadelphia, Pa.

ASSETS.

The amount of stock subscribed for and issued is—		
Common stock,	$690,800	00
Common stock scrip,	12	00
Preferred stock,	3,285,100	00
Total amount of funded debt due—		
Six per cent. mortgage loans, 1897,	1,709,380	20
Six per cent. mortgage loans, 1907,	3,990,392	66
Six per cent. common loan, 1876–1895,	5,365	50
Six per cent. coupon mortgage loan, 1895,	1,200,000	00
Six per cent. boat and car loan, 1913,	756,650	00
Seven per cent. boat and car loan, 1915,	628,100	00
Six per cent. improvement bonds, 1880,	228,000	00

Floating debt—		
Interest due on loans,	$226,872	29
Dividends unpaid,	3,666	07
Debts due sundry persons,	1,017	83
Retained taxes deducted from interest,	41,237	29
Contingent and sinking fund,	36,268	58
Balance to credit of general income,	141,621	59
	$12,944,484	01

LIABILITIES.

Cash on hand,	$27,715	77
Loans held by president in trust,	33,661	31
Debt due the company,	417	83
Philadelphia and Reading railroad contingent fund,	36,268	58
Rent due by the Philadelphia and Reading Railroad Company,	347,320	16
Suspense account,	6,200	00
General charges, being amount now charged for the works and estates of the company leased to the Philadelphia and Reading Railroad Company,	12,492,900	36
	$12,944,484	01

Susquehanna.

Year ending December 31, 1884.

Officers.	*Residences.*
G. A. Nicolls, President,	Reading, Pa.
Robert D. Brown, Treasurer,	Baltimore, Md.

General offices at Baltimore, Md., and Reading, Pa.

Directors.	*Residences.*
George W. Dobbin,	Baltimore, Md.
Enoch Pratt,	Baltimore, Md.
Osmun Latrobe,	Baltimore, Md.
Charles F. Mayer,	Baltimore, Md.
James Sloan, junior,	Baltimore, Md.
Gilmor Meredith,	Baltimore, Md.
B. Andrews Knight,	Philadelphia, Pa.
William P. Jenks,	Philadelphia, Pa.
George deB. Keim,	Philadelphia, Pa.
J. N. Hutchison,	Philadelphia, Pa.
J. B. Lippincott,	Philadelphia, Pa.
Henry Lewis,	Philadelphia, Pa.

ASSETS.

Cost of canals,	$4,931,345	53
Uncollected rentals,	445,757	28
Cash on hand,	4,663	18
	$5,381,765	99

LIABILITIES.

Capital stock,	$2,002,746	00
Funded debt,	2,901,310	58
Unfunded debt,	477,709	41
	$5,381,765	99

Union.

Year ending December 31, 1884.

Officers.	*Residences.*
Grant Weidman, President,	Lebanon, Pa.
George S. Bowman, Secretary, Treasurer, and General Superintendent *pro tempore*,	Lebanon, Pa.
A. J. Woods, Division Superintendent,	Water-works, Lebanon county, Pa.
George W. Heckerman, Division Superintendent,	Hummelstown, Dauphin county, Pa.
D. Zechman, Division Superintendent,	Bernville, Berks county, Pa.

Directors.	*Residences.*
Frederick Fraley,	Philadelphia.
George deB. Keim,	Philadelphia.
T. C. Zulick,	Schuylkill Haven.
William A. Church,	Philadelphia.
Charles H. Quarles,	Philadelphia.

ASSETS.

Stock, general account,	$5,915,786	66
Cash,	1,119	00
L. R. Hynicka,	164	70
Drafts,	519	03
Cornish engine,	4,631	43
Profit and loss,	160,131	56
	$6,082,352	38

LIABILITIES.

Capital stock, preferred, six per cent.,	$1,434,200	00
Capital stock, common,	1,252,800	00
Capital stock, fractional,	4,196	26
Capital stock, preferred, eight per cent.,	3,200	00
Capital stock, preferred, ten per cent.,	200	00
Capital stock, preferred, six per cent., S. C. Co.,	120,850	00
Sundry accounts, (personal,)	166,906	12
	$6,082,352	38

REPORTS OF

TELEGRAPH AND TELEPHONE COMPANIES.

TELEGRAPH AND TELEPHONE COMPANIES.

American District Telegraph.

Year ending December 31, 1884.

Officers.	*Residences.*
William J. Philips, President,	Philadelphia, Pa.
James Merrihew, Vice President,	New York city.
M. Richards Muckle, Secretary and Treasurer,	Philadelphia, Pa.
Charles L. Chapin, General Superintendent,	Philadelphia, Pa.

General offices at 208 West Washington square, Philadelphia, Pa.

Directors.	*Residences.*
William J. Philips,	Philadelphia, Pa.
C. H. T. Collis,	New York city.
M. Richards Muckle,	Philadelphia, Pa.
Thomas R. Woodhouse,	Philadelphia, Pa.
W. H. Woolverton,	New York city.
James McManes,	Philadelphia, Pa.
James Merrihew,	New York city.
Caleb J. Milne,	Philadelphia, Pa.
Henry Bentley,	Philadelphia, Pa.

COST OF LINE AND EQUIPMENT.

Construction, including patent rights, franchises, &c.,	$381,215	95
Equipment,	22,601	86
Total,	$403,817	81

CHARACTERISTICS OF LINE.

Length of wire in Pennsylvania, consisting of short lines in Philadelphia,	——
Number of stations in Pennsylvania,	10 districts.
Number of instruments in use (entire line): 1,409 district nstruments, 236 burglar alarms, 621 telegraph call in-istruments, 53 push buttons, 163 Morse registers, and other instruments,	2,482

Number of poles in use,	12
Number of persons employed in operating and maintaining line in Pennsylvania: Adults and operators, 78; messenger-boys, 204; total,	282
Number of local messages transmitted during the year, (entire line,)	27,988
Number of messages sent during the year in Pennsylvania, handed to other lines for transmission,	211,163
Number of messages received in Pennsylvania from other lines for delivery by messengers,	839,873
Value of real estate owned by the company, exclusive of line,	None owned

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Messages received to be forwarded by other lines to all parts of the world are charged rates established by those lines. Our local tariff for messenger service is based on time, not number of words. Time rates: 10 cents for 15 minutes; 15 cents for 30 minutes; 30 cents for 1 hour.

EXPENSES.

Gross expenses in Pennsylvania,	$110,641 11

RECEIPTS.

Gross receipts of entire line, including amount received for other corporations and individuals as their agent,	$153,234 05

SUMMARY OF PAYMENTS.

For construction of new lines,	$3,004	50
Purchase of telegraph property,	800	49
Interest,	804	00
Miscellaneous, including payment to other corporations and individuals of amounts received, as above noted,	146,544	13
Taxes,	1,608	73
Total,	$152,761	85

ASSETS.

License and patent right,	$316,612	00
Charter and incorporation,	250	00
General construction,	64,353	95
Equipment,	22,601	86
Supplies,	5,768	96
Trustee stock, (A. D. T. Co., donated,)	4,650	00
Accounts receivable,	15,448	21
Cash,	8,349	20
	$438,034	18

LIABILITIES.

Capital stock,	$400,000	00
First mortgage bonds,	13,400	00
Accrued interest on bonds, (due March 1, 1885,)	268	00
Suspense account,	212	40
Audited vouchers,	1,440	08
Profit and loss,	22,713	70
	$438,034	18

American Rapid Telegraph.

Year ending December 31, 1884.

Officers.	*Residences.*
Fred. H. May, President,	Caldwell, N. J.
Henry C. Loughlin, Secretary,	Philadelphia, Pa.
Russell H. Robbins, Treasurer,	New York city, N. Y.

Directors.	*Residences.*
Fred. H. May,	Caldwell, N. J.
Russell H. Robbins,	New York city, N. Y.
Frank Morison,	Boston, Mass.

COST OF LINE AND EQUIPMENT.

Construction,	No record.
Equipment,	No record.

CHARACTERISTICS OF LINE.

Length of main line, from State line, opposite Trenton, to State line, at Sugar Grove, Warren county, all in Pennsylvania,	688¾ miles.
Length of sub-marine cables, (entire line,)	None.
Length of sub-marine cables in Pennsylvania,	None.
Length of wire, (entire line,)	6,425½ miles.
Length of wire in Pennsylvania,	6,425½ miles.
Number of stations, (entire line,)	16
Number of stations in Pennsylvania,	16
Number of instruments in use, (entire line,)	No record.
Number of instruments in use in Pennsylvania,	No record.
Number of poles to the mile,	35
Number of persons employed in operating and maintaining the line,	None.
Number of persons employed in operating and maintaining line in Pennsylvania,	None.
Number of messages sent during the year, (entire line,)	No record.
Number of messages sent during the year in Pennsylvania,	No record.
Number of messages received, (entire line,)	No record.
Number of messages received in Pennsylvania,	No record.
Value of real estate owned by the company, exclusive of line,	Do not own any.
Value of real estate owned by the company in Pennsylvania,	Do not own any.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

No record kept, as the rates are constantly changing between points.

EXPENSES AND RECEIPTS.

Can't furnish any, as it is operated by Bankers' and Merchants' Telegraph Company.

SUMMARY OF PAYMENTS.

For construction of new lines,	No record.	
For purchase of telegraph property,	No record.	
For purchase of real estate,	None.	
For interest,	None.	
For dividends,	None.	
For miscellaneous,	None.	
For taxes,	$986	56
For surplus fund,	None.	
Total,	$986	56

STOCK AND DIVIDENDS.

Amount of preferred stock and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	100 shares.
Amount of stock issued as stock dividends and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	Never made any.

Atlantic and Ohio Telegraph.

Year ending December 31, 1884.

Officers.	*Residences.*
Norvin Green, President,	New York.
Thomas T. Eckert, Vice President,	New York.
R. H. Rochester, Secretary and Treasurer,	New York.

General offices at New York city.

Directors.	*Residences.*
Norvin Green,	New York.
Thomas T. Eckert,	New York.
Roswell H. Rochester,	New York.
John B. Van Every,	New York.
Charles A. Tinker,	New York.
James Merrihew,	New York.
Henry Bentley,	Philadelphia.
William B. Gill,	Philadelphia.
Sylvester S. Garwood,	Philadelphia.

COST OF LINE AND EQUIPMENT.

Cannot state, because no account of such cost is now in possession of the company.

CHARACTERISTICS OF LINE.

The lines are leased to the Western Union Telegraph Company, and are so merged with the lines of that company that it is not practicable to give their characteristics separately.

The return of the Western Union Telegraph Company includes all lines leased or owned by it.

The length of time for which the lines are leased, as above stated, is until terminated by six months' notice at the option of either party.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Same as those of the Western Union Telegraph Company.

EXPENSES.

Gross expenses of entire line are paid by the Western Union Telegraph Company, lessees, and are included in the return of that company.

RECEIPTS.

Gross receipts of entire line accrue to the Western Union Telegraph Company, lessees, and are included in the return of that company.

SUMMARY OF PAYMENTS.

For construction of new lines: None.
Purchase of telegraph property: None.
Purchase of real estate: None.
Interest: None.
Dividends: None other than ten per cent. paid by Western Union Telegraph Company.
Miscellaneous: None.
Taxes: Paid by lessees.
Surplus fund: None.
Total amount of surplus fund: None.

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None, since its lease to the Western Union Telegraph Company, April 15, 1864. Whether any prior thereto, is not known to the present officers; and the books of the company for such period are not in their possession.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: Prior to April 15, 1864, not known for reasons given above. Since April 15, 1864, ten per cent. per annum, quarterly, upon outstanding stock, not belonging to the Western Union Telegraph Company, amounting now to $6,500.

Bell Telephone.

Year ending December 31, 1884.

Officers.	*Residences.*
Henry Bentley, President,	Philadelphia.
James Merrihew, Vice President,	New York.
Samuel B. Huey, Secretary,	Philadelphia.
A. A. Ziegler, Treasurer,	Philadelphia.
Samuel M. Plush, General Manager,	Philadelphia.

Directors.	*Residences.*
Henry Bentley,	Philadelphia.
Thomas E. Cornish,	Philadelphia.
Theodore N. Vail,	Boston, Mass.
Charles R. Truex,	Mont Clair, N. J.
James E. Mitchell,	Philadelphia.
Joel J. Bailey,	Philadelphia.
J. E. Kingsley,	Philadelphia.
J. Thomas T. Eckert,	New York.
Charles A. Tinker,	New York.
James Merrihew,	New York.
Samuel M. Plush,	Philadelphia.
William B. Gill,	Philadelphia.

COST OF LINE AND EQUIPMENT.

Total cost of construction and equipment,	$403,630 03

EXPENSES.

Gross expenses of entire line,	$180,778 41
Gross expenses in Pennsylvania,	180,778 41

RECEIPTS.

Gross receipts of entire line,	$389,677 17
Gross receipts in Pennsylvania,	389,677 17

SUMMARY OF PAYMENTS.

For construction of new lines,	$28,700	53
For dividends,	229,600	00
For miscellaneous,	170,885	58
For taxes,	9,892	83
For surplus fund,	4,321	13
Total,	$443,400	07
Total amount of surplus fund,	$4,321	13

GENERAL STATISTICS.

Date of establishment,	Nov. 14, 1878.
Estimated population of station,	900,000
Number of circuits carrying one subscriber,	1,655
Number of circuits carrying two subscribers,	149
Number of circuits carrying over two subscribers,	23
Total number of circuits,	1,827
Miles of wire on poles,	521
Miles of wire on buildings,	1,104
Total miles of wire,	1,625
Number of branch offices,	7
Number of trunk lines from central to branch offices,	73
Number of conversations between subscribers per month, estimated,	240 each.
Number of operators employed in central office,	56
Total number of employés,	180
Style of central office system and apparatus,	Law multiple.
Number of subscribers to exchange,	2,187

Present established rates: $120 per annum; radius, one mile from exchange, business.

Present established rates: $100 per annum; radius, one mile mile from exchange, residence.

For telephone and transmitter, per month, residence, $8 33; radius, one mile.

For telephone and transmitter, per month, business place, $10; radius, one mile.

ASSETS.

Construction,	$403,630	03
Material,	13,584	77
Office furniture,	4,993	59
Accounts receivable,	16,053	94
Stocks,	119,250	00
Cash on special deposit,	6,334	50
Cash,	8,316	80
	$572,163	63

LIABILITIES.

Capital stock,	$560,000	00
Surplus,	4,321	13
Reserve for unearned rentals,	7,842	50
	$572,163	63

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: January 15, $16,800, 3 per cent.; June 17, $33,600, 6 per cent.; December 16, $179,200, 32 per cent.

Amount paid in dividends, cash, $229,600.

*Central District and Printing Telegraph.**

Year ending December 31, 1884.

Officers.	*Residences.*
D. Leet Wilson, President,	Pittsburgh, Pa.
Charles O. Rowe, Vice President,	Titusville, Pa.
John G. Stoakes, Secretary and Treasurer,	Pittsburgh, Pa.
Henry Metzger, General Manager,	Pittsburgh, Pa.
W. D. Paynter, General Superintendent,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
D. Leet Wilson,	Pittsburgh, Pa.
John L. George,	Pittsburgh, Pa.
George I. Whitney,	Pittsburgh, Pa.
Ralph Bagaley,	Pittsburgh, Pa.
Charles O. Rowe,	Titusville, Pa.
James Merrihew,	New York, N. Y.
Theodore N. Vail,	Boston, Mass.
George L. Phillips,	Dayton, Ohio.
Charles R. Truex,	Mont Clair, N. J.

* Reports Telephone business.

	Pittsburgh, Pa., with sixty-one branch offices.	Titusville, Pa.	Oil City, Pa., with branch office at Franklin, Pa.	Meadville, Pa.	New Castle, Pa.	Beaver Falls, Pa.	East Liverpool, Ohio.	Steubenville, Ohio.	Warren, Ohio.	Salem, Ohio.	Wheeling, W. Va., four branch offices.	Parkersburg, W. Va., one branch office.	Washington, Pa.
Date of establishment,	Jan. 1, 1879.	Jan. 1, 1881.	Mar. 15, 1881.	May 16, 1881.	July 24, 1882.	Jan. 1, 1884.	Sept. 1, 1880.	May 4, 1881.	Oct. 4, 1883.	Jan. 28, 1884.	May 15, 1880.	Jan. 1, 1882.	Oct. 21, 1884.
Estimated population of station,	247,745	9,046	12,325	8,860	8,418	5,104	5,568	12,093	4,428	4,041	48,677	12,026	4,292
Number of circuits carrying one subscriber,	1,218	36	81	42	23	7	30	89	22	37	613	151	29
Number of circuits carrying two subscribers,	128	5	19	8	3	..	.....	3	2	.....	15	4	1
Number of circuits carrying over two subscribers,	52	1	9	1	...	1	.....	.. .	.....	.....	6	3	
Total number of circuits,	1,398	42	109	51	26	8	30	92	24	37	634	158	30
Miles of wire on poles,	1,018½	26½	78½	122¾	10½	11⅓	14⅓	49	10⅛	12½	380.9	95	30
Miles of wire on buildings,	279¾	..	2⅛	10	.. .	..	2	3½	... .	.....	7⅛		
Total miles of wire,	1,573¼	26⅔	80⅜	223¼	10⅛	11⅓	16⅑	52½	10⅓	12⅓	388⅛	97⅔	30
Number of branch offices,	6	None,	1	None,	None,	None,	None,	None,	None,	None,	4	1	None.
Number of trunk lines from central to branch office,	33	None,	1	None,	None,	None,	None,	None,	None,	None,	3	1	None.
Number of conversations between subscribers per month, estimated,	225,150	2,750	14,000	5,275	2,110	675	1,780	12,870	4,565	2,985	108,700	18,350	2,715
Number of operators employed in central office,	48	2	4	2	1	1	1	1	1	1	13	5	1
Total number of employes,	87	4	6	3	1	1	1	3	1	1	19	6	1
Style of central office system and apparatus,	C. E. Jones & Bro., switches	Gilli-land switch.	Weste'n Electric Co., switch.	Weste'n Electric Co., switch.	W.E.Co. Anners. C., D.& P., table	C. E. Jones & Bro., Cinci'ti.	C. E. Jones & Bro., Cinci'ti.	Gilli-land switch.	Weste'n Electric Co.	Weste'n Electric Co.,	Gilli-land switch.	Gilli-land switch.	C. E. Jones & Bro.
Number of subscribers to exchange,	1,683	49	149	61	29	10	30	95	26	37	662	168	31
For telephone and transmitter per month, residence,	$75	$48	$48	$48	$48	$48	$48	$48	$48	$48	$48	$48	$48
For telephone and transmitter per month, business place,	$84	$60	$60	$60	$60	$60	$50	$50	$50	$50	$50	$50	$60

ASSETS.

Licenses and franchises,	$450,000	00
Construction and equipment,	259,217	21
Supplies and instruments in stock,	22,751	12
Accounts receivable,	9,739	10
Cash on hands,	2,212	39
	$743,919	82

LIABILITIES.

Capital stock,	$500,000	00
Scrip dividends,	75,000	00
Unearned rentals,	19,044	50
Fixed charges,	8,152	56
Interest on scrip,	203	40
Sundry individual creditors,	16,532	80
Undivided profits,	109,986	56
Unpaid dividend,	15,000	00
	$743,919	82

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends and dates of issue: None.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: March 31, 1884, three per cent. on capital of $500,000; June 30, 1884, three per cent. on capital of $500,000; September 30, 1884, three per cent. on capital of $500,000; December 31, 1884, three per cent. on capital of $500,000.

	Amount.	
Amount paid in dividends, cash,	$45,000	00
Cash dividend declared, but not yet paid,	15,000	00
Balance for the year or surplus,	46,258	58
Surplus at commencement of the year,	63,727	98
Total surplus,	$109,986	56
Surplus invested as follows:		
Cash and loans,	$2,212	39
Balance of accounts due company,	9,739	10
Material, fuel, and stores,	22,751	12
Other items: Construction and equipment,	75,283	95

*Delaware and Atlantic Telegraph and Telephone.**

Year ending December 31, 1884.

Officers.	*Residences.*
J. Merrihew, President,	New York city.
S. S. Garwood, Secretary,	Philadelphia.
G. W. Porter, Treasurer,	Philadelphia.
W. B. Gill, General Superintendent,	Philadelphia.

General offices at 400 Chestnut street, Philadelphia, Pa.

Directors.	*Residences.*
James Merrihew,	New York city.
C. A. Tinker,	New York city.
Henry Bentley,	Philadelphia.
S. M. Plush,	Philadelphia.
W. B. Gill,	Philadelphia.
W. T. Westbrook,	Philadelphia.
S. S. Garwood,	Philadelphia.

* Reports Telephone business only.

	Phœnixville.	Conshohocken.	Pottstown.	Norristown.	Media.	West Chester.	Darby.	Chester.	Coatesville.	Bristol.	Lenni.	Lansdale.
Date of establishment,	Sep.'83	Sep.'83	Sep.'81	Aug.'83	Nov.'81	Nov.'83	Oct. '83	Oct. '79	Jan.'83	Sep.'83	Jan.'83	Mch.'84
Estimated population of station,	7,500	5,300	10,000	15,000	2,000	7,500	1,800	25,000	3,000	600	300	1,200
Number of circuits carrying one subscriber,	10	22	38	67	12	93	6	118	7	10	5	6
Number of circuits carrying two subscribers,	....	....	3	....	2	....	....	6				
Number of circuits carrying over two subscribers,	..	...	6	...	....	....	....	3				
Total number of circuits,	10	22	47	67	14	93	6	127	7	10	5	6
Miles of wire on poles,	1	1	40	30	6	40	2	150	4	3	$2\frac{1}{2}$	3
Miles of wire on buildings,	3	7	2	5	2	2	....	8	....	1		
Total miles of wire,	4	8	42	35	8	42	2	158	4	4	$2\frac{1}{2}$	3
Number of conversations between subscribers per month, estimated,	100	100	150	125	90	150	90	200	75	75	50	50
Number of operators employed in central office,	1	1	2	2	1	2	1	3	1	1	1	1
Total number of employés,	1	1	2	2	1	2	1	3	1	1	1	1
Style of central office system and apparatus,	Special	Special	Special	Wil'ms	Special	W. E.	Special	W. E.	Special	Special	Special	Special
Number of subscribers to exchange,	10	22	56	67	16	93	6	139	7	10	5	6
Present established rates,	$48 00	$48 00	$50 00	$48 00	$50 00	$48 00	$52 00	$66 00	$54 00	$48 00	$66 00	$52 00
For telephone and transmitter, per month, residence,	$3 00	$3 00	$3 33	$3 00	$3 00	$3 00	$3 33	$3 00	$3 00	$3 00	$3 00	$3 00
For telephone and transmitter, per month, business place,	$4 00	$4 00	$4 17	$4 00	$4 17	$4 00	$4 33	$5 50	$4 50	$4 00	$5 50	$4 33

ASSETS.

Construction,	$39,370	69
	$39,370	69

LIABILITIES.

Capital stock,	$10,000	00
Due corporations,	16,733	59
Profit and loss,	12,637	10
	$39,370	69

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and date of issue,	None.
Date and rate per cent. of all cash dividends on stock of original and consolidated companies,	None.

Amount paid in dividends,	None.	
Balance for the year or surplus,	$7,317	22
Surplus at the commencement of the year,	5,319	88
Total surplus,	$12,637	10
Surplus invested as follows:		
Construction,	$12,637	10

*New York and Pennsylvania Telephone and Telegraph.**

Year ending December 31, 1884.

Officers.	*Residences.*
Charles F. Cutler, President,	New York, N. Y.
H. L. Storke, Vice President,	Auburn, N. Y.
Joel C. Clark, Secretary and Treasurer,	South Framingham, Mass.
W. N. Eastabrook, General Manager,	Elmira, N. Y.

Directors.	*Residences.*
Charles F. Cutler,	New York, N. Y.
H. L. Storke,	Auburn, N. Y.
Joel C. Clark,	South Framingham, Mass.
W. N. Eastabrook,	Elmira, N. Y.
A. O. Morgan,	Boston, Mass.
Charles R. Truex,	Mont Clair, N. J.
Thomas B. Perry,	Brooklyn, N. Y.

* Reports Telephone business only.

GENERAL STATISTICS.

	Bradford Ex.	Corry Ex.	Erie Ex.—Purchased 1884.	Towanda Ex.	Troy Ex.	Warren Ex.	Westfield Ex.
Date of establishment,	1880	1879	1879	1882	1882	1880	1883
Estimated population of station,	18,000	8,000	35,000	5,000	2,500	5,000	4,000
Number of circuits carrying one subscriber,	111	25	207	54	5	74	4
Number of circuits carrying two subscribers,	47	8	22	4	1	28	4
Number of circuits carrying over two subscribers,	19	5	20	3	1	9	1
Total number of circuits,	210	38	249	61	7	111	9
Miles of wire on poles,	337	36	203	23 3/8	7	188	8
Miles of wire on buildings,	25	.....	5	.....	.....	.....	.....
Total miles of wire,	362	36	208	23 3/8	7	188	8
Number of branch offices,	1	.....	1	.....	1	3	.....
Number of trunk lines from central to branch office,	1	.....	1	.....	3	3	.....
Number of operators employed in central office,	5	2	5	2	2	5	1
Total number of employés,	10	2	8	3	2	9	1
Style of central office system and apparatus,	Gilliland and W. Electric.	Gilliland.	Western Electric.	Western Electric.	W. Electric and Galliland	Western Electric.	Western Electric.
Number of subscribers to exchange,	288	50	314	76	10	150	14
For telephone and transmitter, per month, residence,	$4 17	$3 00	$3 50 & $4 50	$3 00	$2 50 & $4 50	$3 00	$3 00 & $3 50
For telephone and transmitter, per month, business place,	5 00	4 00	4 50 & 7 00	3 50	3 00 & 4 50	4 00 & 5 00	3 50 & 4 00

ASSETS.

Property account,	$543,810	00
License,	350,000	00
Construction,	162,305	67
Cash in banks,	6,501	42
Accounts receivable,	7,638	30
	$1,070,255	39

LIABILITIES.

Capital stock,	$1,000,000	00
Vouchers, audited and unpaid,	17,501	83
Toll line receipts, unearned, (coupons sold to aid construction,)	8,245	41
Bills payable,	11,622	15
Dividend scrip account,	19,906	25
Surplus,	12,979	75
	$1,070,255	39

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: January 10, 1½ per cent.; April 10, 1½ per cent.

Amount paid in dividends, { Scrip, $19,500, Cash, 9,750, }	$29,250	00
Balance for the year or surplus,	10,082	71
Surplus at commencement of the year, $12,647 04; less dividend paid for 1883, $9,750 00,	2,897	04
Total surplus,	12,979	75

Pacific and Atlantic Telegraph.

Year ending December 31, 1884.

Officers.	*Residences.*
Norvin Green, President,	New York.
Charles A. Tinker, Vice President,	New York.
R. H. Rochester, Secretary and Treasurer,	New York.

General offices at New York city.

Directors.	*Residences.*
Thomas T. Eckert,	New York.
Roswell H. Rochester,	New York.
Charles A. Tinker,	New York.
James Merrihew,	New York.
Henry Bentley,	Philadelphia.
Sylvester S. Garwood,	Philadelphia.

CHARACTERISTICS OF LINE.

The lines are leased to the Western Union Telegraph Company, and are so merged with the lines of that company that it is not practicable to give their characteristics separately. The returns of the Western Union Tele-

graph Company include all lines leased or owned by it. The length of time for which the lines are leased (as above stated) is nine hundred and ninety-nine years from January 1, 1874.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Same as those of the Western Union Telegraph Company.

EXPENSES.

Gross expenses of entire line are paid by the Western Union Telegraph Company, lessees, and are included in the return of that company.

RECEIPTS.

Gross receipts of entire line accrue to the Western Union Telegraph Company, lessees, and are included in the return of that company.

SUMMARY OF PAYMENTS.

None. Taxes paid by lessees.

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: December 1, 1866, $3\frac{1}{4}$ per cent.; April 1, 1867, July 1, 1867, October 1, 1867, January 1, 1868, April 1, 1868, July 1, 1868, October 1, 1868, January 1, 1869, April 1, 1869, July 1, 1869, October 1, 1869, $2\frac{1}{2}$ per cent.

Philadelphia, Reading and Pottsville Telegraph.

Year ending November 30, 1884.

Officers.	*Residences.*
George deB. Keim, President,	Philadelphia.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.
Oscar W. Stager, General Superintendent,	Reading.

General offices at 227 South Fourth street, Philadelphia.

Directors.	*Residences.*
J. B. Lippincott,	Philadelphia.
Henry Lewis,	Philadelphia.
Edward C. Knight,	Philadelphia.
G. A. Nicolls,	Reading.

COST OF LINE AND EQUIPMENT.

Construction,	$196,266	63
Equipment,	57,792	85
Total,	$254,059	48

CHARACTERISTICS OF LINE.

Length of main line, from Philadelphia to Pottsville,	101 miles.
Length of main lines in Pennsylvania,	873¾ miles.
Length of submarine cables, (entire line,)	500 feet.
Length of wire, (entire line,)	3,086¼ miles.
Length of wire in Pennsylvania,	Same.
Number of stations, (entire line,)	392
Number of stations in Pennsylvania,	Same.
Number of instruments in use, (entire line,)	800
Number of instruments in use in Pennsylvania,	Same.
Number of poles to the mile,	31 to 37
Number of persons employed in operating and maintaining the line: Males, 676; females, 13; total,	689
Number of persons employed in operating and maintaining line in Pennsylvania,	Same.
Number of messages sent during the year, (entire line,)	381,454
Number of messages sent during the year in Pennsylvania,	Same.
Number of messages received, (entire line,)	Same.
Number of messages received in Pennsylvania,	Same.
Value of real estate owned by the company, exclusive of line,	Nothing.
Value of real estate owned by the company in Pennsylvania,	Nothing.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under: 15, 20, and 25 cents for ten words; 1 and 2 cents for each additional word.

For one hundred miles and under two hundred miles: 15, 20, and 25 cents for ten words; 1 and 2 cents for each additional word.

EXPENSES.

Gross expenses of entire line,	$64,630 92

RECEIPTS.

Gross receipts of entire line,	$96,693 20

SUMMARY OF PAYMENTS.

For construction of new lines,	$1,110	99
For maintenance and repairs,	21,826	31
For salaries,	32,115	00
For interest,	12,000	00
For dividends,	20,000	00
For miscellaneous,	7,911	51
For taxes,	2,778	10
Total,	$97,741	91

ASSETS.

Construction,	$196,266 63
Equipment,	57,792 85
Material,	11,633 63
Cash,	846 35
Sundry debits,	9,662 51
	$276,201 97

LIABILITIES.

Capital stock,	$20,000 00
Debenture bonds,	200,000 00
Coupons due December 1, 1884, (accrued,)	6,000 00
Sundry credits,	31,443 97
Profit and loss income account,	18,758 00
	$276,201 97

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: November 29, 1884, 100 per cent.

Amount paid in dividends: Cash, $20,000.

Pennsylvania Telephone.

Year ending December 31, 1884.

Officers.	*Residences.*
Hon. Francis Jordan, President,	Harrisburg, Pa.
A. R. Shellenberger, Vice President,	Harrisburg, Pa.
Martin H. Buehler, Secretary and Treasurer,	Harrisburg, Pa.
William Ker, General Manager,	Harrisburg, Pa.

General offices at Harrisburg, Pa.

Directors.	*Residences.*
Hon. Francis Jordan,	Harrisburg, Pa.
A. R. Shellenberger,	Harrisburg, Pa.
Charles James Bell,	Washington, D. C.
John L. Wilson,	Easton, Pa.
Michael Schall,	York, Pa.
Charles R. Truex,	Mont Clair, N. J.
O. E. Madden,	Boston, Mass.

GENERAL STATISTICS.

	Harrisburg.	Carlisle.	Lancaster.	York.	Hanover.	Reading.	Pottsville.
Date of establishment,	Jan. 20, 1880	July, 1882	1879	1878	May 11, 1881	Oct., 1879	June, 1880
Estimated population of station,	35,000	8,000	30,000	17,000	2,400	50,000	14,000
Number of circuits carrying one subscriber,	59	32	83	21	4	190	20
Number of circuits carrying two subscribers,	49	19	56	28	. . . . .	130	14
Number of circuits carrying over two subscribers,	27	3	17	18	. . . . .	38	34
Total number of circuits,	135	54	156	67	4	358	68
Miles of wire on poles,	144½	75	435½	150	13	699¼	325
Miles of wire on buildings,	17	4	1	7	. . . . .	10	2
Total miles of wire,	161½	79	436½	157	13	709¼	327
Number of branch offices,	1	1	3	. . . . .	. . . . .	2	4
Number of trunk lines from central to branch office,	2	2	4	. . . . .	. . . . .	9	4
Number of conversations between subscribers per month, estimated,	37,200	6,159	39,500	21,938	300	65,000	15,000
Number of operators employed in central office,	4	2	4	3	1	8	2
Total number of employés,	9	3	12	4	1	19	8
Style of central office system and apparatus,	Chas. Williams, Jr.	Chas. Williams, Jr.	Chas. Williams, Jr.	Chas. Williams, Jr.	Home made,	Improved W. Electric,	Gilliland.
Number of subscribers to exchange,	253	81	271	112	4	565	181
For telephone and transmitter, per month, residence,	$3 00	$3 00	$3 00	$3 00	$3 00	$3 33	$3 33
For telephone and transmitter, per month, business place,	4 00	4 00 & 4 17	4 00 & 4 17	4 00	4 00	4 17	4 17

GENERAL STATISTICS—Continued.

	Lebanon.	Easton.	Bethlehem.	Allentown.	Mauch Chunk.	Hackettstown.	Flemington.
Date of establishment,	July, 1880	1880	1880	1880	1881	1884	1884
Estimated population of station,	14,000	18,009	10,118	20,000	4,000	2,500	2,000
Number of circuits carrying one subscriber,	15	124	35	63	17	20	23
Number of circuits carrying two subscribers,	12	39	20	45	5	1	2
Number of circuits carrying over two subscribers,	12	13	17	31	1	3	
Total number of circuits,	39	176	72	139	23	24	25
Miles of wire on poles,	110	308	85	262	68	37	14
Miles of wire on buildings,	2	10	14	5	1		
Total miles of wire,	112	318	99	267	69	37	14
Number of branch offices,	1	4	. . . . .	1	. . . . .	. . . . .	1
Number of trunk lines from central to branch office,	2	2	. . . . .	1	. . . . .	. . . . .	1
Number of conversations between subscribers per month, estimated,	7,000	27,000	20,000	24,000	3,000	3,600	2,000
Number of operators employed in central office,	2	3	3	5	2	1	1
Total number of employés,	4	8	4	6	3	1	2
Style of central office system and apparatus,	Chas. Williams, Jr.	Chas. Williams, Jr.	Chas. Williams, Jr.	Chas. Williams, Jr.	Chas. Williams, Jr.	Chas. Williams, Jr.	Gilliland.
Number of subscribers to exchange,	75	244	133	249	30	32	27
For telephone and transmitter, per month, residence,	$3 33	$3 33	$3 33	$3 33	$3 33	$3 33	$4 17
For telephone and transmitter, per month, business place,	4 17	4 17	4 17	4 17	4 17	4 17	5 00

ASSETS.

Plant,	$442,780	29
Perpetual franchises from American Bell Telephone Company,	240,100	00
Material on hand, H. O. and branches,	6,896	83
Rentals outstanding in excess of overpaid,	6,812	33
Due from Central division,	294	83
Cash on hand,	15,410	21
	$712,294	49

LIABILITIES.

Capital stock,	$686,000	00
Sundry creditors,	976	25
Amount of dividends declared and unpaid,	17,836	00
Undivided profits,	7,482	24
	$712,294	49

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: January 10, 1884, 2 per cent.; April 10, 1884, 2 per cent.; July 10, 1884, 2 per cent.; October 10, 1884, 2 per cent.

Amount paid in dividends: Cash, $29,654.

Philadelphia Local Telegraph.

Year ending March 31, 1884.

Officers.	*Residences.*
Henry Bentley, President,	Philadelphia.
William P. Wheatland, Secretary and Treasurer,	Philadelphia.

General offices at No. 107 South Third street, Philadelphia.

Directors.	*Residences.*
Henry Bentley,	Philadelphia.
William P. Wheatland,	Philadelphia.
William B. Gill,	Philadelphia.
George B. Dresher,	Philadelphia.
James Merrihew,	New York.
Charles A. Tinker,	New York.
Augustus Schell,	New York.

COST OF LINE AND EQUIPMENT.

Construction: Cost of lines, property, rights, franchises, patents, &c.,	$400,000	00
Total,	$400,000	00

CHARACTERISTICS OF LINE.

All local lines extending from one part of the city to another, in Philadelphia only.	
Length of wire in Pennsylvania,	156 miles.
Number of stations, entire line,	67 miles.
Number of stations in Pennsylvania,	67
Number of instruments in use, entire line,	402
Number of instruments in use in Pennsylvania,	402
Number of poles to the mile, about,	40
Number of persons employed in operating and maintaining the line: Males, 64; females, 29; total,	93
Number of persons employed in operating and maintaining line in Pennsylvania: Males, 64; females, 29; total,	93
Number of messages sent during the year, entire line, about,	326,000
Number of messages sent during the year in Pennsylvania,	326,000
Number of messages received, entire line,	475,000
Number of messages received in Pennsylvania,	475,000
Value of real estate owned by the company, exclusive of line,	None.
Value of real estate owned by the company in Pennsylvania,	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under: 15 and 20 cents for ten words; 1 and 2 cents for each additional word.

We have no wire of a greater length than eight miles.

EXPENSES.

Gross expenses of entire line,	$92,138 72
Gross expenses in Pennsylvania,	92,138 72

RECEIPTS.

Gross receipts of entire line,	$153,795 57
Gross receipts in Pennsylvania,	153,795 57

SUMMARY OF PAYMENTS.

For construction of new lines and purchase of telegraph property, stocks, &c.,	$15,529	42
For dividends,	44,000	00
Miscellaneous,	85,824	24
Taxes,	6,314	48
Undivided profits,	2,127	43
Total,	$153,795	57
Total amount of undivided profits,	$56,368	71

ASSETS.

Construction, equipment, plant, &c.,	$331,219	34
Amount invested in stocks, memberships, &c., in other companies,	125,149	37
Cash accounts due and unpaid,	2,362	32
Cash balances,	7,765	11
	$466,496	14

LIABILITIES.

Capital stock,	$400,000	00
Unfunded surplus,	56,368	71
Profit and loss, undivided dividend and surplus,	10,127	43
	$466,496	14

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: June 30, 1883, three per cent.; September 30, 1883, four per cent.; December 31, 1883, two per cent.; March 31, 1884, two per cent.

Amount paid in dividends, cash,	$44,000	00
Balance for the year or surplus,	2,127	43
Surplus at commencement of the year,	1,602	63
Total surplus,	2,127	63
Surplus invested as follows:		
Cash and accounts due company,	2,127	63

Rockhill Telegraph.

Year ending November 30, 1884.

Officers.	*Residences.*
William A. Ingham, President,	Philadelphia, Pa.
W. B. Jacobs, Secretary and Treasurer,	Philadelphia, Pa.
A. W. Sims, General Manager and General Superintendent,	Orbisonia, Pa.

General offices at 320 Walnut street, Philadelphia, Pa.

Directors.	*Residences.*
William A. Ingham,	Philadelphia, Pa.
Ario Pardee,	Hazleton, Pa.
Edward Roberts, junior,	Philadelphia, Pa.
George B. Markle,	Philadelphia, Pa.
Percival Roberts,	Philadelphia, Pa.

CHARACTERISTICS OF LINE.

Length of main line, from Mount Union to Robertsdale,	30 miles.
Length of main line in Pennsylvania,	30 miles.
Length of wire, (entire line,)	30 miles.
Length of wire in Pennsylvania,	30 miles.

Number of stations, entire line,	5
Number of stations in Pennsylvania,	5
Number of instruments in use, (entire line,)	5
Number of instruments in use in Pennsylvania,	5
Number of poles to the mile,	33
Number of persons employed in operating and maintaining the line, male,	5
Number of persons employed in operating and maintaining the line in Pennsylvania, male,	5
Number of messages sent during the year, (entire line,)	487
Number of messages sent during the year in Pennsylvania,	487
Number of messages received, (entire line,)	487
Number of messages received in Pennsylvania,	487

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under: For ten words, 25 cents; each additional word, 2 cents.

EXPENSES.

Gross expenses of entire line paid by East Broad Top Railroad and Coal Company and included in their report.

Gross expenses in Pennsylvania: All.

RECEIPTS.

Gross receipts of entire line received by East Broad Top Railroad and Coal Company and included in their report.

Gross receipts in Pennsylvania: All.

ASSETS.

Construction and equipment,	$4,220	13
Cash in bank,	300	00
	$4,520	13

LIABILITIES.

Capital stock,	$300	00
Unfunded debt,	4,220	13
	$4,520	13

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: None.

Sullivan Telephone, (Limited.)

Year ending December 31, 1884.

Officers.	*Residences.*
Thomas J. Ingham, Chairman Board of Managers,	Dushore.
Rush J. Thomson, Secretary,	Dushore.
P. R. Ackley, Treasurer,	Dushore.

General offices at Dushore, La Porte, La Porte Tannery, and Eaglesmere.

Managers.	*Residences.*
Thomas J. Ingham,	Dushore.
F. B. Pomeroy,	Dushore.
B. S. Collins,	Dushore.
Samuel F. Colt, junior,	Dushore.
Russell Karns,	La Porte.

COST OF LINE AND EQUIPMENT.

Construction,	$500	00
Equipment,	150	00
Total,	$650	00

CHARACTERISTICS OF LINE.

Length of main line, from Dushore to Eaglesmere,	16 miles.
Length of main line in Pennsylvania,	16 miles.
Length of wire, (entire line,)	16 miles.
Length of wire in Pennsylvania,	16 miles.
Number of stations, (entire line,)	4
Number of stations in Pennsylvania,	4
Number of instruments in use, (entire line,)	4
Number of instruments in use in Pennsylvania,	4
Number of poles to the mile,	20 or 25
Number of persons employed in operating and maintaining the line: None specially, but needed attention given by employés in stores.	
Number of messages sent during the year, (entire line:) No account kept; we merely kept the gross receipts from messages and conversations.	
Value of real estate owned by the company, exclusive of line,	None.
Value of real estate owned by the company in Pennsylvania,	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under: Rates for fifteen words, 15 cents for ten miles; 20 cents for sixteen miles; each additional word, 1 cent.

EXPENSES.

Gross expenses of entire line, exclusive of rent of instruments, ... 41.76

RECEIPTS.

Gross receipts of entire line, ... 45.23

SUMMARY OF PAYMENTS.

Taxes, ... 2.75

GENERAL STATISTICS.

Date of establishment, ... March 13, 1882.
Estimated population of stations: Dushore, 700; La Porte, 300; Tannery, 200; Eaglesmere, 100.
Number of circuits carrying one subscriber: The business is not done by subscribers, but each person pays when they use the instruments for conversation or send messages. Some commuted last year.
Miles of wire on poles, ... 16
Miles of wire on buildings, ... None.
Total miles of wire, ... 16
Number of branch offices, ... 4
Number of conversations between subscribers per month, estimated, ... No account kept.
Number of operators employed in central office: No special employés, but the business done in stores, where the employés in the stores attend to it without pay.

ASSETS.

Wire, poles, and office fixtures, ...	$650	00

LIABILITIES.

Capital stock, ...	$650	00

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None.
Date and rate per cent. of all cash dividends on stock of original and consolidated companies: None.

REMARKS.—The Sullivan Telephone Company, (Limited,) is a limited partnership, established for convenience rather than profit. It is a small affair, and many of the statistics called for are beyond the scope of our business. We have endeavored to answer fully all inquiries that come within the scope of our business transactions.

Tioga and Morris Run Telegraph.

Year ending December 31, 1884.

Officers.	*Residences.*
W. S. Nearing, President,	Morris Run, Pa.
G. R. Brown, Secretary, Treasurer, and Superintendent,	Corning, N. Y.

General offices at Morris Run, Pa.

Directors.	*Residences.*
W. S. Nearing,	Morris Run, Pa.
A. H. Garton,	Corning, N. Y.
A. J. Owen,	Fall Brook, Pa.
A. Hardt,	Wellsboro', Pa.
G. R. Brown,	Corning, N. Y.

COST OF LINE AND EQUIPMENT.

Total cost of construction and equipment,	$1,700 00

CHARACTERISTICS OF LINE.

Length of main line, from Tioga to Morris Run,	28¼ miles.
Length of main line in Pennsylvania,	28¼ miles.
Length of submarine cables, (entire line,)	None.
Length of submarine cables in Pennsylvania,	None.
Length of wire, (entire line,)	28¼ miles.
Length of wire in Pennsylvania,	28¼ miles.
Number of stations, (entire line,)	7
Number of stations in Pennsylvania,	7
Number of instruments in use, (entire line,)	7
Number of instruments in use in Pennsylvania,	7
Number of poles to the mile,	32
Number of persons employed in operating and maintaining the line, male,	7
Number of persons employed in operating and maintaining line in Pennsylvania, male,	7
Number of messages sent during the year, (entire line,)	No record.
Number of messages sent during the year in Pennsylvania,	No record.
Number of messages received, (entire line,)	No record.
Number of messages reeeived in Pennsylvania,	No record.
Value of real estate owned by the company, exclusive of line,	None.
Value of real estate owned by the company in Pennsylvania,	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under,	25 cents.	2 cents.
For one hundred miles and under two hundred miles,	25 cents.	2 cents.
For two hundred miles and under three hundred miles,	25 cents.	2 cents.
For three hundred miles and under four hundred miles,	25 cents.	2 cents.
For four hundred miles and under five hundred miles,	25 cents.	2 cents.

EXPENSES.

Gross expenses of entire line,	$777 27
Gross expenses in Pennsylvania,	777 27

RECEIPTS.

Gross receipts of entire line,	$549 04
Gross receipts in Pennsylvania,	549 04

SUMMARY OF PAYMENTS.

Summary of payments,	None.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	$2,500 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

Western Pennsylvania Telegraph and Telephone.

Year ending December 31, 1884.

Officers.	*Residences.*
A. F. Keating, President,	Pittsburgh, Pa.
R. D. McGonigle, Secretary,	Allegheny.
Wilson McCandless, Treasurer,	Allegheny.
L. A. Duncan, General Manager,	Pittsburgh.
J. T. McConnell, General Superintendent,	Pittsburgh.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
A. F. Keating,	Pittsburgh, Pa.
W. A. Dunshee,	McKeesport, Pa.
Joshua Rhodes,	Pittsburgh, Pa.
Wilson McCandless,	Allegheny, Pa.
E. C. Converse,	Pittsburgh, Pa.

Western Pennsylvania Telegraph.

Year ending September 30, 1884.

Officers.	*Residences.*
N. C. Griswold, President,	Pittsburgh, Pa.
J. B. Washington, Secretary and Treasurer,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Directors.	*Residences.*
N. C. Griswold,	Pittsburgh, Pa.
J. B. Washington,	Pittsburgh, Pa.
Johns McCleave,	Pittsburgh, Pa.
H. S. Burgesser,	Pittsburgh, Pa.
J. A. Smith,	Pittsburgh, Pa.
S. K. Harris,	Pittsburgh, Pa.

COST OF LINE AND EQUIPMENT.

Construction,	$462 67

CHARACTERISTICS OF LINE.

Length of main line, from Willow Grove to Sharpsburg,	3½ miles.
Length of main line in Pennsylvania,	3½ miles.
Length of wire, (entire line,)	7 miles.
Length of wire in Pennsylvania,	7 miles.
Number of poles to the mile,	33

Western Union Telegraph.

Year ending December 31, 1884.

Officers.	*Residences.*
Norvin Green, President,	New York.
Thomas T. Eckert, Vice President and General Manager,	New York.
Harrison Durkee, Vice President,	New York.
John Van Horne, Vice President,	New York.
George J. Gould, Vice President,	New York.
A. R. Brewer, Secretary,	New York.
R. H. Rochester, Treasurer,	New York.
Charles A. Tinker, General Superintendent,	New York.
R. C. Clowry, General Superintendent,	Chicago, Illinois.
James Merrihew, General Superintendent,	New York.

General offices at New York city.

Directors.	*Residences.*
Norvin Green,	New York.
Thomas T. Eckert,	New York.
John T. Terry,	New York.
John Van Horne,	New York.
Harrison Durkee,	New York.
Jay Gould,	New York.
Russell Sage,	New York.
Alonzo B. Cornell,	New York.
Sidney Dillon,	New York.
Cyrus W. Field,	New York.
George J. Gould,	New York.
Samuel Sloan,	New York.
John Pender, M. P.,	London, England.
Henry Weaver,	London, England.
Percy R. Pyne,	New York.
Robert Lenox Kennedy,	New York.
Hugh J. Jewett,	New York.
J. Pierpont Morgan,	New York.
Frederick L. Ames,	Boston, Mass.
John Hay,	Cleveland, Ohio.
William D. Bishop,	New Haven, Conn.
C. P. Huntingdon,	New York.
George B. Roberts,	Philadelphia, Pa.
Frank Work,	New York.
Erastus Wiman,	New York.
John J. Astor,	New York.
Chauncey M. Depew,	New York.
James W. Clendenin,	New York.
Abraham R. Van Nest,	New York.
George D. Morgan,	New York.

COST OF LINE AND EQUIPMENT.

So great a part of this property having been acquired by absorption of, or consolidation with, other companies, whose books and records are not in our possession, or in existence, to our knowledge, the cost cannot now be stated.

CHARACTERISTICS OF LINE.

Inclusive of all leased lines.

Length of lines,	146,052.60 miles.
Length of line in Pennsylvania,	8,350.76 miles.
Length of submarine cables, (entire line,)	5,983.29 miles.
Length of submarine cables in Pennsylvania,	3 miles.
Length of wire, (entire line,)	456,830.16 miles.
Length of wire in Pennsylvania,	38,773.86 miles.
Number of stations, (entire line,)	13,847
Number of stations in Pennsylvania,	1,175
Number of instruments in use, (entire line,)	35,607
Number of instruments in use in Pennsylvania. Have no record by States.	
Number of poles to the mile,	30
Number of persons employed in operating and maintaining the line,	22,382
Number of persons employed in operating and maintaining the line in Pennsylvania,	1,425
Number of messages sent during the year,	41,000,000
Number of messages sent during the year in Pennsylvania. Have no record by States.	
Number of messages received, (entire line,)	Same as sent.
Number of messages received in Pennsylvania. Have no record by States.	
Value of real estate owned by the company, exclusive of line,	$3,051,548 92
Value of real estate owned by the company in Pennsylvania,	32,688 61

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

In the State of Pennsylvania.

Number of Miles.	Rates for ten words.	Each additional word.
For one hundred miles or under, For one hundred miles and under two hundred miles, For two hundred miles and under three hundred miles, For three hundred miles and under four hundred miles, For four hundred miles and under five hundred miles,	10 cents to 25 cents.	1 cent to 2 cents.

EXPENSES.

Gross expenses of entire line,	$12,439,771 88
Gross expenses in Pennsylvania. Have no account by States.	

RECEIPTS.

Gross receipts of entire line,	$18,456,185 19
Gross receipts in Pennsylvania. Have no account by States.	

SUMMARY OF PAYMENTS.

From profits of the year.

Dividends,	$495,378 05
Miscellaneous,	5,399,242 84
Taxes, $338,384 48, (included in expenses above.)	
Surplus fund,	121,792 42
Total,	$6,016,413 31
Total amount of surplus fund,	$5,314,930 23

ASSETS.

Telegraph lines, stocks in other telegraph companies merged in Western Union system, franchises, patents, etc.,	$83,967,668 92
Real estate,	3,051,548 92
Stocks in telegraph and telephone companies, and other securities,	7,516,637 74
Supplies and material on hand, not issued,	257,101 04
Cash on hand, loaned, or in hands of agents,	2,056,122 01
Sundry accounts receivable,	1,272,744 37
Sinking funds in hands of trustees,	259,562 34
	$98,381,385 34

LIABILITIES.

Capital stock,	$80,000,000 00
Funded debt,	7,214,456 00
Unfunded debt,	None.
Sundry accounts payable, including dividend of January 15, 1885,	3,122,449 11
Stocks held through Gold and Stock Telegraph Company until 1981, without interest,	2,729,550 00
Surplus of income,	5,314,930 23
	$98,381,385 34

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: The present Western Union Telegraph Company treats its business as if its organization had been effected July 1, 1866—the date of the completion of what was at that time the most important consolidations—since when its capital stock has been increased to $80,000,000, for acquisition of stocks of other telegraph companies and of other properties.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies since July 1, 1866, as follows : July 16, 1866, January 21, 1867, July 20, 1867, July 20, 1868, January 20, 1869, July 20, 1869, January 20, 1870, July 15, 1874, October 15, 1874, January 15, 1875, April 15, 1875, July 15, 1875, October 15, 1875, January 15, 1876, 2 per cent. each ; July 15, 1876, October 15, 1876, January 15, 1877, April 14, 1877, July 14, 1877, October 15, 1877, January 15, 1878, April 15, 1878, July 15, 1878, October 15, 1878, January 15, 1879, April 15, 1879, 1½ per cent. each ; July 15, 1879, October 15, 1879, 1¾ per cent. each ; January 15, 1880, 2¾ per cent.; April 15, 1880, July 15, 1880, October 15, 1880, 1¾ per cent. each ; January 15, 1881, April 15, 1881, July 15, 1881, October 15, 1881, January 16, 1882, April 15, 1882, July 15, 1882, October 16, 1882, January 15, 1883, 1½ per cent. each ; April 16, 1883, July 16, 1883, October 15, 1883, January 15, 1884, April 15, 1884, July 15, 1884, October 15, 1884, 1¾ per cent. each ; January 15, 1885, 1½ per cent.

Amount paid in dividends, cash,	$5,399,242	84
Paid to sinking fund,	39,991	00
Balance for the year or surplus,	121,792	42
Surplus at commencement of the year,	5,193,137	81
Total surplus,	5,314,930	23
Surplus invested : See general balance sheet.		

Williamsport and North Branch Telephone.

Year ending December 31, 1884.

Officers.	*Residences.*
Samuel Bryan, President,	Hughesville, Pa.
W. H. Warn, Secretary,	Hughesville, Pa.
Peter Reeder, Treasurer,	Hughesville, Pa.

Directors.	*Residences.*
William Frontz,	Hughesville, Pa.
Jeremiah Kelly,	Hughesville, Pa.
J. K. Rishel,	Hughesville, Pa.
Howard Lyon,	Hughesville, Pa.
James K. Boak,	Hughesville, Pa.
J. H. Fague,	Hughesville, Pa.

COST OF LINE AND EQUIPMENT.

Construction,	$1,600 00

CHARACTERISTICS OF LINE.

Length of main line, from Hughesville to Eaglesmere,	28 miles.
Length of main line in Pennsylvania,	28 miles.
Length of wire in Pennsylvania,	28 miles.
Number of stations, (entire line,)	7

Number of stations in Pennsylvania,	7
Number of instruments in use, (entire line,)	8
Number of instruments in use in Pennsylvania,	8
Number of poles to the mile, about	28
Number of persons employed in operating and maintaining the line,	None.
Number of persons employed in operating and maintaining line in Pennsylvania,	None.
Value of real estate owned by the company, exclusive of line,	None.
Value of real estate owned by the company in Pennsylvania,	None.

SUMMARY OF PAYMENTS.

Dividends,	$118	00
Total,	$118	00

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies: The lines of this company are leased to the Williamsport and North Branch Railroad Company, which pays a dividend of 8 per cent. per annum as a rental. Dividends were paid May 1 and November 1, 1884.

	Amount.	
Amount paid in dividends, cash, $118,	$118	00
Paid to sinking fund,	Nothing.	
Balance for the year or surplus,	Nothing.	
Surplus at commencement of the year,	Nothing.	
Total surplus,	Nothing.	

This company does no business except the construction of its lines.

York Overland Telephone, Telegraph, and Electric Light.

Year ending December 31, 1884.

Officers.	*Residences.*
A. F. Geisey, President,	York, Pa.
J. Wiest, Secretary,	York, Pa.
J. H. Baer, Treasurer,	York, Pa.

General offices at York, Pa.

Directors.	*Residences.*
A. F. Geisey,	York, Pa.
J. Wiest,	York, Pa.
C. A. Eisenhart,	York, Pa.
J. H. Baer,	York, Pa.
F. G. Metzgar,	York, Pa.

COST OF LINE AND EQUIPMENT.

Construction,	$410	00
Equipment,	37,415	00
Total,	$37,825	00

GENERAL STATISTICS.

Date of establishment,		Oct. 10, 1884.
Estimated population of station,		15,000
Number of circuits carrying one subscriber,	7	
Number of circuits carrying two subscribers,	7	
Number of circuits carrying over two subscribers,	4	
Total number of circuits,		18
Miles of wire on poles,	7	
Miles of wire on buildings,	2	
Total miles of wire,		9
Number of conversations between subscribers per month, estimated,		1,000
Number of operators employed in central office,		2
Total number of employés,		4
Number of subscribers to exchange,		35
For telephone and transmitter, per month, residence,		$1 50
For telephone and transmitter, per month, business place,		2 00

TABULATED RESULTS

COMPILED FROM REPORTS OF COMPANIES.

TABLE A.—STOCK AND DIVIDENDS.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Number of shares issued.	Amount paid in on each share.	Par value of each share.	Rate per cent. of dividends.
Addison and Northern Pennsylvania,	$600,000	$500,000 00	$500,000 00	5,000	$100 00	$100	00
Allegheny Valley,	5,000,000	2,166,500 00	2,166,500 00	43,330	50 00	50	00
Allentown,	2,000,000	1,414,200 00	1,268,884 47	22,917	50 00	50	00
Arnot and Pine Creek,	255,000	255,000 00	255,000 00	2,550	100 00	100	00
Bachman Valley,	100,000	68,000 00	66,792 31	1,334	50 00	50	00
Bald Eagle Valley,	2,000,000	935,000 00	935,000 00	18,700	50 00	50	10
Baltimore and Cumberland Valley,	Not stated.	Not stated.	76,700 00	1,534	50 00	50	00
Baltimore and Cumberland Valley Extension,	230,000	270,000 00	270,000 00	5,400	50 00	50	00
Baltimore and Philadelphia,	5,000,000	5,000,000 00	3,000,000 00	100,000	00	50	00
Bangor and Portland,	250,000	121,100 00	121,100 00	1,211	100 00	100	6
Barclay,	1,000,000	1,000,000 00	1,000,000 00	20,000	50 00	50	6
Bedford and Bridgeport,	600,000	599,650 00	599,650 00	11,993	50 00	50	00
Bellefonte and Buffalo Run,	Has not reported capital stock, shares, or dividends.						
Bellefonte, Nittany and Lemont,	Not stated.	Not stated.	300,000 00	6,000	50 00	50	00
Bellevue Incline Plane,	15,000	15,000 00	1,500 00	300	5 00	50	00
Bell's Gap,	550,000	550,000 00	550,000 00	11,000	50 00	50	00
Berlin,	Unlimited.	50,000 00	50,000 00	1,000	50 00	50	00
Berlin Branch,	75,000	45,900 00	43,194 40	863	50 00	50	00
Bethlehem and Belvidere,	160,000	100,000 00	10,000 00	2,000	5 00	50	00
Beech Creek, Clearfield and South-western,	5,000,000	5,000,000 00	4,307,000 00	None.	45 00	50	00
Big Level and Kinzua,	150,000	75,050 00	7,505 00	1,501	5 00	50	00
Big Level,	120,000	26,100 00	5,742 00	522	11 00	50	00
Bradford,	Has not reported capital stock, shares, or dividends.						
Bradford, Bordell and Kinzua,	100,000	500,000 00	250,000 00	5,000	50 00	100	00
Bradford, Bordell and Smethport,	100,000	100,000 00	100,000 00	1,000	100 00	100	00
Bradford, Eldred and Cuba,	500,000	480,000 00	480,000 00	4,800	100 00	100	00
Bradford, Richburg and Cuba,	100,000	231,000 00	31,000 00	310	100 00	100	00

Brockwayville and Punxsutawney,	Has not rep	orted capital	sto	ck, shares, or	div	idends.					
Buffalo, Bradford and Pittsburgh,	2,286,400	2,286,400	00	2,286,400	00	22,864	100	00	100	00	
Buffalo, New York and Philadelphia,	20,350,000	[3]20,350,000	00	20,319,522	07	406,373	50	00	50	00	
Catawissa,	Not stated.	4,359,500	00	[4]4,359,500	00	87,190	50	00	50	[5]7	
Catasauqua and Fogelsville,	Unlimited.	426,900	00	426,900	00	17,076	25	00	25	12	
Central Pennsylvania,	700,000	700,000	00	70,000	00	14,000	5	00	50	. . . .	
Chartiers,	800,000	647,850	00	647,850	00	12,957	50	00	50	00	
Chester and Delaware River,	40,000	40,000	00	39,550	00	790	50	00	50	00	
Chester Creek,	100,000	[6]185,000	00	185,000	00	5,442	[7]50	00	50	6	
Chester Valley,	871,900	871,900	00	871,900	00	17,438	50	00	50	00	
Chestnut Hill,	120,650	120,650	00	120,650	00	2,413	50	00	50	12	
Cherry Grove,	50,000	50,000	00	10,000	00	1,000	10	00	50	00	
Cleveland and Pittsburgh,	11,253,500	Not stated.		11,235,950	00	224,719	50	00	50	[8]7 & 10	
Colebrookdale,	500,000	300,000	00	297,215	00	5,922	50	00	50	. . . .	
Colebrook Valley,	400,000	400,000	00	400,000	00	4,000	100	00	100	00	
Columbia and Port Deposit,	1,800,000	497,100	00	497,100	00	9,942	50	00	50	00	
Connecting,	1,900,000	1,278,300	00	1,278,300	00	25,556	50	00	50	6	
Corning, Cowanesque and Antrim,	2,000,000	[9]2,000,000	00	[10]2,000,000	00	40,000	50	00	50	6 & 12	
Cornwall,	300,000	300,000	00	300,000	00	6,000	50	00	50	00	
Cornwall and Lebanon,	200,000	200,000	00	200,000	00	2,000	100	00	100	00	
Cornwall and Mt. Hope,	100,000	100,000	00	100,000	00	1,000	100	00	100	00	
Cumberland Valley,	2,110,000	1,777,850	00	[11]1,777,850	00	35,557	50	00	50	. . . .	
Danville and Riverside,	50,000	10,900	00	3,790	00	None.	[12]		25	. . . .	
Danville and Shamokin,	500,000	250,000	00	26,710	00	[13]38	50	00	50	. . . .	
Delaware and Hudson Canal Company,	Unlimited.	23,500,000	00	[14]23,500,000	00	235,000	100	00	100	7	
Delaware, Lackawanna and Western,	[15]	26,200,000	00	26,200,000	00	52,400	50	00	50	8	
Delaware River and Lancaster,	1,600,000	222,200	00	21,964	00	None.	[16]		50	00	
Dillsburg and Mechanicsburg,	350,000	63,000	00	54,650	00	1,093	50	00	50	. . . .	
Dunkirk, Allegheny Valley and Pittsburgh,	1,300,000	1,300,000	00	1,300,000	00	13,000	100	00	100	00	
Easton and Bangor,	400,000	Not stated.		Not stated.		2,000	5	00	50	. . . .	
East Brandywine and Waynesburg,	500,000	155,450	00	155,450	00	3,109	50	00	50	00	
East Broadtop,	1,000,000	815,600	00	[17]796,448	00	16,312	[18]		50	00	

[1] $250,000 paid in full; $2,750,000 paid in on balance. [2] Owned and paid for by Bradford, Eldred and Cuba Railroad Company, of New York. [3] This company is the result of a series of consolidations, and the stock of this consolidated company was issued in pursuance thereof to represent and equalize the stock and property of the different companies so consolidated. [4] Common, $1,159,500; preferred, $2,200,000; second preferred, $1,000,000. [5] On preferred stocks. [6] Exclusive of $87,100 issued to lessee for betterments, but on which no dividends are paid. [7] On 3,700 shares. [8] Seven per cent. on about $11,223,000, and ten per cent. on about $13,000. [9] Including purchase of C. V. branch. [10] Preferred, $500,000; common, $1,500,000. [11] Preferred, $484,900; common, $1,292,950. [12] $2 50 on 316 shares; $25 on 120. [13] Paid in full 38; $5 per share paid on 4,962 shares. [14] This is the full amount of capital stock of the Delaware and Hudson Canal Company, which owns this railroad. [15] Not to exceed amount expended for construction. [16] Various amounts from $5 to $50. [17] Common, $549,248; preferred, $247,200. [18] $36 on 1,368 shares; $50 on 14,944.

TABLE A.—STOCK AND DIVIDENDS—Continued.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Number of shares issued.	Amount paid in on each share.	Par value of each share.	Rate per cent. of dividends.
East Mahanoy,	$500,000	$392,550 00	$392,550 00	7,851	$50 00	$50	6
East Pennsylvania,	Unlimited.	1,709,550 00	1,709,550 00	34,191	50 00	50	[1]
Ebensburg and Cresson,	100,000	42,000 00	42,000 00	840	50 00	50	00
Edgewood,	15,000	15,000 00	15,000 00	300	50 00	50	00
Elmira and Williamsport,	1,000,000	1,000,000 00	[2]1,000,000 00	20,000	50 00	50	[37] & 5
Erie and Pittsburgh,	2,500,000	1,998,400 00	1,101,550 00	39,968	[4]	50	[57]
Erie and Wyoming Valley,	3,000,000	1,590,000 00	1,590,000 00	30,000	50 00	50	00
Evergreen,	25,000	25,000 00	25,000 00	500	50 00	50	00
Fayette County,	1,500,000	98,350 00	125,395 71	2,148	16 66 2/3	50	8
Fort Pitt Incline Plane,	60,000	60,000 00	60,000 00	1,200	50 00	50	00
Frankford and Holmesburg,	100,000	100,000 00	100,000 00	2,000	50 00	50	00
Gettysburg and Harrisburg,	250,000	250,000 00	250,000 00	5,000	50 00	50	. . .
Germantown, Norristown and Phœnixville,	1,500,000	150,000 00	150,000 00	1,500	100 00	100	00
Greenlick Narrow Gauge,	50,000	31,650 00	31,650 00	633	50 00	50	00
Hanover and York,	250,000	220,750 00	220,750 00	4,415	50 00	50	3
Hanover Junction, Hanover and Gettysburg,	500,000	116,850 00	116,850 00	2,337	50 00	50	4
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	2,500,000	1,182,550 00	1,182,550 00	23,651	50 00	50	7
Harrisburg and Potomac,	Unlimited.	218,350 00	379,165 20	3,310 1/2	100 00	100	00
Harrisburg and Western,	18,000,000	1,501,800 00	150,180 00	30,036	5 00	50	00
Huntingdon and Broad Top Mountain,	[6]3,550,000	3,353,250 00	[7]3,353,250 00	67,065	50 00	50	. . . .
Ironton,	500,000	200,000 00	200,000 00	4,000	50 00	50	6
Jamestown and Franklin,	1,000,000	634,050 00	601,810 50	12,024	50 00	50	00
Jefferson,	[8]	2,096,050 00	2,096,050 00	41,921	50 00	50	00
Junction,	250,000	250,000 00	250,000 00	5,000	50 00	50	40
Kendall and Eldred,	Has not reported capital stock, shares, or dividends.						
Kensington and Tacony,	150,000	25,000 00	2,500 00	[9]	5 00	50	. . . .

Keystone Coal Company's,	Railroad	belongs to coa	l co	mpany and h	as n	o capital sto	ck.					
Kinzua,	Has not r	eported capita	l st	ock, shares, o	r di	vidends						
Lake Shore and Michigan Southern,	50,000,000	50,000,000	00	[10]50,000,000	00	500,000	100	00	100		5	
Lancaster and Reading Narrow Gauge,	500,000	123,750	00	82,720	00	[11]1,700	50	00	50		00	
Lawrence,	500,000	500,000	00	500,000	00	10,000	50	00	50		20	
Lehigh and Lackawanna,	1,000,000	375,100	00	375,100	00	Not stated.	Not	stat	ed.		. . .	
Lehigh and Susquehanna,	Owned by	Lehigh Coal	and	Navigation C	om	pany, and h	ave n	o ca	pital		stock.	
Lehigh Valley,	Not stated.	[12]33,099,100	00	[13]32,954,920	00	552,063	50	00	50		[14]8 &10	
Lewisburg and Tyrone,	1,200,000	1,200,000	00	1,200,000	00	24,000	50	00	50		00	
Ligonier Valley,	100,000	Not stated.		Not stated.		2,000	[15]		50		. . .	
Little Saw-Mill Run,	250,000	18,875	00	144,375	00	3,775	[16]		50		6	
Little Schuylkill Navigation,	Unlimited.	Not stated.		2,487,850	00	49,757	50	00	50		7	
Littlestown,	75,000	53,750	00	34,850	00	697	50	00	50		. . . .	
Local Incline Plane,	5,000	Nothing f	urt	her reported	abo	ut stock or	share	s.				
Lykens Valley,	800,000	600,000	00	600,000	00	30,000	20	00	20		10	
Martin's Creek and Stroudsburg,	[17]750,000	200,000	00	20,000	00	None.	5	00	50		00	
McKean and Buffalo,	Did not r	eport capital s	toc	k authorized	or p	aid in.						
Meadville and Linesville,	200,000	200,000	00	200,000	00	4,000	50	00	50		. . . .	
Mifflin and Centre County,	1,000,000	167,775	00	167,775	00	3,355½	50	00	50		00	
Mill Creek and Mine Hill Navigation,	323,375	323,375	00	323,375	00	12,935	25	00	25		10	
Mine Hill and Schuylkill Haven,	Unlimited.	4,022,500	00	4,022,500	00	80,450	50	00	50		7	
Monongahela Incline Plane,	20,000	100,000	00	100,000	00	2,000	50	00	50		4	
Mont Alto,	500,000	110,000	00	110,000	00	4,400	25	00	25		00	
Montrose,	500,000	319,700	00	304,900	00	6,098	50	00	50		00	
Montour,	100,000	100,000	00	100,000	00	[18]	50	00	50		. . . .	
Mount Carbon and Port Carbon,	282,350	282,350	00	282,350	00	5,647	50	00	50		12	
Mount Oliver Incline.	100,000	83,200	00	31,616	00	1,664	19	00	50		10	
Mount Pleasant and Broad Ford,	1,000,000	152,500	00	150,500	00	3,010	50	00	50		00	
Mount Pleasant and Latrobe,	65,000	65,000	00	6,500	00	None.	5	00	50		00	
Nesquehoning Valley,	2,000,000	1,300,000	00	1,300,000	00	26,000	50	00	50		7	
New Brighton and New Castle,	210,000	250,000	00	250,000	00	5,000	50	00	50		00	
New Castle,	100,000	100,000	00	100,000	00	2,000	50	00	50		.	
New Castle and Beaver Valley,	700,000	700,000	00	700,000	00	14,000	50	00	50		19	
New Castle and Butler,	20,000	Not stated.		20,000	00	400	50	00	50		00	
New York, Pittsburgh and Chicago,	7,000,000	970,900	00	99,775	00	5,668	17	60	50		. . .	

[1] Leased to Philadelphia and Reading Railroad Company, which is to pay 6 per cent. dividends per annum to the stockholders. [2] Common, $500,000; preferred, $500,000. [3] Seven per cent. on preferred stock, five on common. [4] $50 on 20,038 shares, and ten per cent. on 19.930. [5] On $1,998,400. [6] By law, $3,300,000; by merger, Bedford railroad, $250,000. [7] Common, $1,368,650; preferred, $1,984,600. [8] Sufficient to build the road. [9] Five hundred shares subscribed for. [10] Common, $49,466,500; preferred, $533,500. [11] Issued in settlement of damages. [12] Including $5,495,950 of "scrip not yet converted." [13] Common, $27,496,850; scrip, $5,351,770; preferred, $106,300. [14] Eight per cent. on common; ten on preferred. [15] "Regarded as paid in full." [16] $50 on 2,000 shares; $25 on 1,775. [17] By articles of association filed September 6, 1883. [18] No certificates issued.

TABLE A.—STOCK AND DIVIDENDS—Continued.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Number of shares issued.	Amount paid in on each share.	Par value of each share.	Rate per cent. of dividends.
Newry,	$15,000	$11,925 00	$11,925 00	$477	$25 00	$25	00
New Haven and Youghiogheny,	250,000	125,000 00	12,500 00	2,500	5 00	50	. . .
New York, Chicago and St. Louis,	50,000,000	50,000,000 00	[1]50,000,000 00	500,000	100 00	100	00
New York, Lake Erie and Western,	86,536,900	. . . .	[2]85,240,500 00	[3]	. . . .	. .	. . . .
New York, Lake Erie and Western Coal,	500,000	500,000 00	500,000 00	5,000	100 00	100	00
New York, Pennsylvania and Ohio,	45,000,000	Not stated.	[4]45,000,000 00	899,987	[5]	50	00
New York, Ridgway and Pittsburgh,	200,000	200,000 00	[6]	. . . . .	. . . .	50	. . .
New York, Susquehanna and Western,	. . . . .	. . . . .	[7]21,000,000 00	. . . . .	. . . .	. . .	00
North and West Branch,	1,500,000	1,500,000 00	1,500,000 00	30,000	50 00	50	. . .
North-East Pennsylvania,	400,000	81,550 00	81,550 00	1,631	50 00	50	. . . .
Northern Central,	8,000,000	6,500,000 00	6,500,000 00	130,000	50 00	50	8
North Pennsylvania,	1,500,000	4,556,550 00	4,556,550 00	91,131	50 00	50	8
Nittany Valley and Southern,	200,000	Not stated.	10,000 00	4,000	2 50	50	. . . .
Oil City and Ridgway,	300,000	Not stated.	Not stated.	[8]1,731	. . . .	50	. . . .
Olean, Bradford and Warren,	Did not report capital stock authorized or paid in.						
Penn Gas Coal Company's Youghiogheny,	[9]	. . . .	. . . .	. . . .	. . . .	. . .	. . . .
Pennsylvania,	151,700,000	94,777,850 00	94,777,850 00	1,895,557	50 00	50	7
Pennsylvania Schuylkill Valley,	4,500,000	3,750,000 00	3,750,000 00	75,000	50 00	50	. . . .
Pennsylvania and Martin's Creek,	600,000	33,000 00	6,000 00	Not stated.	[10]	50	. . . .
Pennsylvania and New York,	Unlimited.	5,061,700 00	[11]5,061,700 00	[12]61,234	[13]	[13]	10
Pennsylvania and Western,	Unlimited.	Not stated.	100,000 00	2,000	50 00	50	00
Pennsylvania Coal,	5,850,329	5,000,000 00	5,000,000 00	100,000	50 00	50	20
Pennsylvania Company,	[14]100,000	20,000,000 00	20,000,000 00	400,000	50 00	50	00
Pennsylvania, Slatington and New England,	1,750,000	Not stated.	Not stated.	[15]16,331	100 00	100	. . . .
People's,	250,000	250,000 00	100,000 00	5,000	[16]	[16]	. . . .
Perkiomen,	50,000	40,100 00	38,040 00	756	50 00	50	00

Philadelphia and Baltimore Central,	. . . . .	2,495,650	00	2,495,650	00	49,913	50	00	50	00
Philadelphia and Erie,	12,400,000	[1]6,500,000	00	[1]9,415,000	00	[19]188,300	50	00	50	00
Philadelphia and Lehigh Valley,	[20]2,000,000	200,000	00	40,000	00	None.	10	00	50	00
Philadelphia and Reading,	Unlimited.	Not stated.		[21]34,768,425	28	695,368½	50	00	50	00
Philadelphia and Trenton,	2,000,000	1,259,100	00	1,259,100	00	12,591	100	00	100	[22]10
Philadelphia, Germantown and Chestnut Hill,	1,000,000	1,000,000	00	1,000,000	00	20,000	50	00	50	. . . .
Philadelphia, Germantown and Norristown,	2,500,000	2,246,900	00	2,246,900	00	44,938	50	00	50	12
Philadelphia, Newtown and New York,	3,000,000	1,200,000	00	1,200,000	00	24,000	50	00	50	00
Philadelphia, Wilmington and Baltimore,	Unlimited.	Not stated.		11,818,350	00	236,367	50	00	50	8
Pickering Valley,	100,000	96,850	00	95,655	00	1,846	50	00	50	. . . .
Pine Creek,	[23]1,000,000	1,000,000	00	999,000	00	19,980	50	00	50	00
Pittsburgh and Castle Shannon,	1,000,000	481,400	00	481,400	00	9,628	50	00	50	2
Pittsburgh and Connellsville,	5,000,000	2,340,474	50	[24]1,956,091	05	38,888	50	00	50	00
Pittsburgh and Lake Erie,	2,050,000	2,050,000	00	2,050,000	00	41,000	50	00	50	. . . .
Pittsburgh and Western,	7,250,000	7,250,000	00	7,250,000	00	145,000	50	00	50	00
Pittsburgh, Cincinnati and St. Louis,	13,500,000	8,437,200	00	[25]8,437,200	00	168,744	50	00	50	00
Pittsburgh, Chartiers and Youghiogheny,	600,000	593,600	00	593,600	00	11,872	50	00	50	. . . .
Pittsburgh East End,	250,000	75,000	00	10,800	00	1,130	5	00	[26]	. . . .
Pittsburgh, Fort Wayne and Chicago,	6,500,000	28,114,285	71	[27]28,114,285	71	281,142	100	00	100	7
Pittsburgh Junction,	720,000	1,440,000	00	Not stated.		28,800	[28]		50	00
Pittsburgh, McKeesport and Youghiogheny,	4,000,000	4,000,000	00	3,000,000	00	53,327	50	00	50	00
Pittsburgh Southern,	1,300,000	700,000	00	700,000	00	7,000	100	00	100	00
Pittsburgh, Virginia and Charleston,	Has not reported capital stock, shares or dividends.									
Plymouth,	30,000	[29]30,000	00	12,050	00	241	50	00	50	00
Point Breeze,	18,000	18,000	00	7,200	00	Not stated.	20	00	50	00
Pomeroy and Newark,	500,000	500,000	00	500,000	00	10,000	50	00	50	00
Pottsville and Mahanoy,	150,000	150,000	00	Not stated.		2,973	[30]		50	. . . .
Reading and Columbia,	Unlimited.	961,500	00	958,268	09	19,144	50	00	50	. . . .

[1] Common, $28,000,090; preferred, $22,000,000. [2] Common, $77,083,800; preferred, $8,156,700. [3] Shares issued, par value, &c., not stated. [4] Common, $35,000,000; preferred, $10,000,000. [5] Company report: "Nothing." [6] The company's report does not show anything paid in. [7] The company file copy of report to the Comptroller of New Jersey, which shows nothing in relation to the capital stock except amount paid in.. [8] "The property and franchises of the Cranberry Coal Company were sold at a judicial sale, and the purchasers organized this company, and the stock was issued for the property so purchased." [9] The railroad has no capital stock, being built by the Penn Gas Coal Company to connect its mines with the Pennsylvania railroad and Baltimore and Ohio railroad. [10] $5 on 600 shares; $50 on 60 shares. [11] Common, $1,061,700; preferred, $4,000,000. [12] Common, 21,234; preferred, 40,000. [13] Common, $50; preferred $100. [14] With privilege to increase. [15] Under contract to construct. [16] Not stated. [17] Reported "common." [18] Common, $7,015,000; special, $2,400,000. [19] Common, 140,300; special, 48,000. [20] By articles of association filed November 2, 1883. [21] Common, $33,216,625 28; preferred, $1,551,800. [22] On $494,000; on the remaining 7,650 shares no dividend is paid, as per agreement of lease. [23] With right of increase to $4,000,000. [24] Reported "capital stock $1,944,400; scrip and partly paid, $11,691 05." [25] Common, $2,508,000; 1st preferred, $2,929,200; 2d preferred, $3,000,000. [26] Par value not reported. [27] Common, $19,714,285 71; guaranteed special, $8,400,000. [28] Not reported. [29] Reported "uncertain, but supposed." [30] $50 on 2,973 shares; $15 on 27 shares.

TABLE A.—STOCK AND DIVIDENDS—Continued.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Number of shares issued.	Amount paid in on each share.	Par value of each share.	Rate per cent. of dividends.
Reading and Lebanon,	$300,000	$165,000 00	$16,500 00	[1]$3,300	$5 00	$50	00
Reading and Pottsville,	351,350	351,350 00	35,135 00	Not stated.	15 00	50	00
Rew City and Eldred,	150,000	150,000 00	111,000 00	1,110	100 00	100	00
Ridgway and Clearfield,	1,000,000	430,000 00	430,000 00	8,600	50 00	50	. . . .
Ridgway and Oil City,	360,000	180,500 00	18,050 00	[2]3,610	5 00	50	. . . .
Rieglesville,	50,000	5,000 00	5,000 00	100	50 00	50	. . . .
River Front,	216,000	216,000 00	216,000 00	4,320	50 00	50	5
Rochester and Pittsburgh,	20,000,000	20,000,000 00	20,000,000 00	200,000	100 00	100	00
Salisbury,	200,000	117,800 00	[3]117,800 00	2,356	50 00	50	00
Schuylkill River, East Side,	180,000	20,000 00	2,000 00	400	5 00	50	. . . .
Schuylkill River, West Side,	120,000	15,000 00	1,500 00	300	5 00	50	. . . .
Schuylkill Valley Navigation,	576,050	576,050 00	576,050 00	11,521	50 00	50	5
Shamokin, Sunbury and Lewisburg,	1,000,000	Not stated.	1,000,000 00	20,000	50 00	50	[4]
Shamokin Valley and Pottsville,	1,500,000	869,450 00	869,450 00	17,389	50 00	50	6
Sharon,	400,000	371,500 00	371,500 00	7,430	50 00	50	7
Sharpsville,	350,000	350,000 00	350,000 00	7,000	50 00	50	. . . .
Sheffield and Spring Creek,	100,000	Not stated.	3,000 00	400	7 50	[5]	00
Shenango and Allegheny,	200,000	200,000 00	200,000 00	4,000	50 00	50	00
Sherrick Run,	500,000	500,000 00	50,000 00	None.	5 00	50	00
Sinnemahoning and Sheffield,	390,000	195,000 00	19,500 00	3,900	5 00	50	. . . .
Slate Ridge and Delta,	Not stated.	4,500 00	2,700 00	50	38 57	50	00
Somerset and Cambria,	800,000	500,000 00	500,000 00	10,000	50 00	50	00
South Mountain,	200,000	200,000 00	[6]	[6]	[6]	[6]	. . . .
South Pennsylvania,	10,800,000	398,000 00	398,000 00	7,960	50 00	50	00
Southern Pennsylvania,	[7]800,000	800,000 00	800,000 00	16,000	50 00	50	00
South-West Pennsylvania,	1,000,000	546,150 00	546,150 00	10,923	50 00	50	10

State Line and Sullivan,	Unlimited.	1,000,000	00	990,000	00	19,800	50	00	50	00
Stony Creek,	[8]50,000	Not stated.		176,100	00	3,522	50	00	50	00
Strasburg,	500,000	[9]		[9]						
Sunbury and Lewistown,	600,000	Not stated.		39,000	00	Not stated.	3	25	50	6
Sunbury, Hazleton and Wilkes-Barre,	1,000,000	1,000,000	00	1,000,000	00	20,000	50	00	50	. . .
Susquehanna and Clearfield,	1,000,000	280,000	00	280,000	00	5,600	50	00	50	. . .
Susquehanna and Delaware River,	1,100,000	[10]77,000	00	77,000	00	1,540	50	00	50	00
Tioga,	1,000,000	580,900	00	[11]580,900	00	11,618	50	00	50	00
Tionesta Valley,	100,000	100,000	00	100,000	00	2,000	50	00	50	. .
Tionesta and Clarion,	1,500,000	456,000	00	45,600	00	9,120	5	00	50	00
Tresckow,	250,000	130,000	00	130,000	00	2,600	50	00	50	. . . .
Turtle Creek and Allegheny River,	250,000	250,000	00	25,000	00	5,000	5	00	50	.
Tyrone and Clearfield,	1,000,000	1,000,000	00	1,000,000	00	20,000	50	00	50	5
Warren and Farnesworth Valley,	75,000	75,000	00	75,000	00	750	100	00	100	00
Waynesburg and Washington,	270,000	133,100	00	Not stated.		1,965	50	00	50	. . . .
West Chester and Phœnixville,	250,000	[12]		[12]		[12]	. . .	. .	.	. .
Western Maryland,	1,000,000	Not stated.		682,750	00	13,655	50	00	50	00
Western Pennsylvania,	4,000,000	1,022,450	00	1,022,450	00	20,449	50	00	50	. . . .
West Penn and Shenango Connecting,	500,000	500,000	00	500,000	00	10,000	50	00	50	00
Wheeling, Pittsburgh and Baltimore,	500,000	500,000	00	500,000	00	10,000	50	00	50	00
Williamsport and Clearfield,	1,500,000	Not stated.		Not stated.		90	50	00	50	. . . .
Williamsport and North Branch,	[13]50,000	Not stated.		[14]377,600	00	7,552	[15]		[15]	. . . .
Wilmington and Northern,	1,500,000	1,278,050	00	1,278,050	00	25,561	50	00	50	00
Wind Gap and Delaware,	300,000	100,000	00	50,000	00	2,000	25	00	50	. . . .
York and Peach Bottom,	250,000	Not stated.		Not stated.		Not stated.	[15]		50	00
Youghiogheny Northern,	400,000	400,000	00	400,000	00	8,000	50	00	50	00
Youghiogheny and Elizabeth,	50,000	50,000	00	5,000	00	Not stated.	5	00	50	. . .
Total,	$668,696,804	$523,011,560	21	$726,322,549	79	10,099,984	. .	. .	. .	. . .

[1] Subscribed; to be issued. [2] Subscribed. [3] Common, $104,250; preferred, $13,550. [4] Philadelphia and Reading Railroad Company, lessee, pays operating expenses, interest on bonds, and six per cent. per annum dividends to stockholders. [5] Par value not reported. [6] Not reported. [7] Under re-organization by act of April 8, 1861. [8] Increased by stockholders to $200,000. [9] The report says: "The capital consisted of 400 or 500 shares of stock of $100 each, making the capital $40,000 or $50,000." But the road was sold several times, and the amount invested in it by its present owners is not reported. [10] Issued to creditors at par. This company is a re-organization of the "Pennsylvania and New England Railroad Company," whose property and franchises were sold at a judicial sale. [11] Common, $391,200; preferred, $189,700. [12] This company reports nothing done in 1884, and refers for information to its report for 1881, which states that 2,550 shares were authorized by votes of the company, 10 per cent. subscribed, and 10 per cent. paid in, but no shares issued. [13] With power to increase. [14] Common, $343,850; preferred, $33,750. [15] Not reported.

TABLE B.—DEBT AND INTEREST.

NAME OF COMPANY.	Total amount now of funded debt.	Total amount now of unfunded debt.	Total amount now of funded and unfunded debt.	Rate per cent. per annum of interest.
Addison and Northern Pennsylvania,	$600,000 00	$202,497 96	$802,497 96	6
Allegheny Valley,	26,319,800 00	4,893,760 19	31,213,560 19	5, 7, and 7 3/10
Allentown,		6,876 87	6,876 87	
Bachman Valley,	45,000 00	14,288 72	59,288 72	5
Bald Eagle Valley,	384,000 00		384,000 00	6
Baltimore and Cumberland Valley,	72,800 00		72,800 00	6
Baltimore and Cumberland Valley Extension,	230,000 00		230,000 00	6
Baltimore and Philadelphia,	[1]4,865,000 00		[1]4,865,000 00	4 1/3
Bangor and Portland,	214,000 00		214,000 00	6
Barclay,	100,000 00		100,000 00	5
Bedford and Bridgeport,	1,000,000 00	451,500 00	1,451,500 00	7
Beech Creek, Clearfield and South-Western,		1,867,500 00	1,867,500 00	
Bellefonte and Buffalo Run,	[2]			
Bellefonte, Nittany and Lemont,	300,000 00		300,000 00	6
Bell's Gap,	544,500 00		544,500 00	6 and 7
Berlin Branch,	40,300 00	6,557 26	46,857 26	6
Bradford, Bordell and Kinzua,	500,000 00	55,576 33	555,576 33	6
Bradford, Eldred and Cuba,	560,000 00	157,858 48	717,858 48	6
Buffalo, Bradford and Pittsburgh,	580,000 00		580,000 00	7
Buffalo, New York and Philadelphia,	24,500,000 00	[3]2,016,722 26	26,516,722 26	6 and 7
Catawissa,	1,802,350 00		1,802,350 00	5, 6, 7, and 10
Catasauqua and Fogelsville,		138,000 00	138,000 00	
Chartiers,	500,000 00		500,000 00	7
Chester and Delaware River,		195,100 99	195,100 99	
Chester Creek,	185,000 00		185,000 00	6
Chester Valley,	500,000 00		500,000 00	7
Cherry Grove,		10,000 00	10,000 00	
Cleveland and Pittsburgh,	5,321,343 63		5,321,343 63	6 and 7
Colebrookdale,	600,000 00	132,135 48	732,135 48	6

Colebrook Valley,			84,944	45	84,944	45		
Columbia and Port Deposit,	1,882,000	00	810,810	00	2,692,810	00		7
Connecting,	991,000	00	512,688	20	1,503,688	20		6
Corning, Cowanesque and Antrim,	1,250,000	00			1,250,000	00		6
Cornwall,			50,866	34	50,866	34		
Cornwall and Lebanon,	150,000	00	109,488	27	259,488	27		5
Cornwall and Mount Hope,			87,178	55	87,178	55		
Cumberland Valley,	270,500	00			270,500	00		8
Danville and Riverside,			318	23	318	23		
Delaware and Hudson,	[4]15,378,000	00			15,378,000	00		7
Delaware, Lackawanna and Western,	4,044,900	00	[5]		4,044,900	00		7
Delaware River and Lancaster,	2,000,000	00	1,109	00	2,001,109	00		6
Dillsburg and Mechanicsburg,	100,000	00			100,000	00		6
Dunkirk, Allegheny Valley and Pittsburgh,	3,200,000	00	226,314	30	3,426,314	30		7
Easton and Bangor,	[6]							
East Brandywine and Waynesburg,	375,000	00	281,387	77	656,387	77	7 and	8
East Broad Top,	500,000	00	51,171	91	551,171	91		4
East Pennsylvania,	495,900	00			495,900	00		7
Ebensburg and Cresson,	80,000	00			80,000	00		6
Edgewood,			19,532	64	19,532	64		
Elmira and Williamsport,	1,570,000	00			1,570,000	00	5 and	6
Erie and Pittsburgh,	3,262,000	00	44,886	35	3,306,886	35		7
Erie and Wyoming Valley,	1,970,000	00	75,000	00	2,045,000	00		6
Evergreen,			32,089	56	32,089	56		
Fort Pitt Incline Plane,	30,000	00	1,100	00	31,100	00		6
Frankford and Holmesburg,	50,000	00			50,000	00		7
Gettysburg and Harrisburg,	280,000	00	53,522	98	333,522	98		6
Greenlick Narrow Gange,			3,977	30	3,977	30		
Hanover and York,	150,000	00	24,600	00	174,600	00		5
Hanover Junction, Hanover and Gettysburg,	208,000	00	10,000	00	218,000	00		6
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	700,000	00			700,000	00		4
Harrisburg and Potomac,	507,200	00	422,560	33	929,760	33		7
Huntingdon and Broad Top Mountain,	2,399,395	00			2,399,395	00	5 and	7
Jamestown and Franklin,	817,000	00	1,146,920	17	1,963,920	17		7
Jefferson,	2,300,000	00			2,300,000	00		7
Junction,	725,000	00			725,000	00	4½ and	6

[1] Reported £1,000,000, the pound sterling being equal to about $4 86½ of United States money (gold) at the present time. [2] A mortgage of $500,000 had been executed and delivered to trustees, but no bonds had as yet been issued when the company reported in 1883, and the report for 1884 says: "There has been nothing done on our road since last report." [3] Excluding car trusts. [4] Debt of canal and railroad. [5] The company report: "None. Excess of accounts receivable over accounts payable, $527,121 91." [6] The bonds authorized are yet in the company's hands.

TABLE B.—DEBT AND INTEREST—Continued.

NAME OF COMPANY.	Total amount now of funded debt.	Total amount now of unfunded debt.	Total amount now of funded and unfunded debt.	Rate per cent. per annum of interest.
Lake Shore and Michigan Southern,	$46,192,000 00		$46,192,000 00	7
Lancaster and Reading Narrow Gauge,	350,000 00		350,000 00	7
Lawrence,	355,000 00		355,000 00	7
Lehigh and Lackawanna,	600,000 00	$1,111 66	601,111 66	7
Lehigh Valley,	24,686,000 00		24,686,000 00	6 and 7
Lewisburg and Tyrone,		358,275 69	358,275 69	
Ligonier Valley,	43,484 62	11,526 57	55,011 19	6
Little Saw-Mill Run,	180,000 00	3,253 46	183,253 46	6
Littlestown,	40,000 00	16,639 10	56,639 10	5
Meadville and Linesville,	150,000 00		150,000 00	6
Mifflin and Centre County,	200,000 00		200,000 00	6
Monongahela Incline Plane,	100,000 00	32,660 62	132,660 62	5
Mont Alto,	[1]125,000 00		125,000 00	7
Montrose,	20,000 00		20,000 00	7
Mount Oliver Incline,	45,000 00		45,000 00	6
Nesquehoning Valley,		102,117 56	102,117 56	
New Brighton and New Castle,		320,399 04	320,399 04	
New Castle,	3,500 00	4,450 00	7,950 00	6
Newry,		25,131 72	25,131 72	
New York, Chicago and St. Louis,	20,046,000 00	2,850,000 00	22,896,000 00	6 and 7
New York, Lake Erie and Western,	75,268,485 10	6,891,357 14	82,159,842 24	$6\frac{11}{100}$
New York, Lake Erie and Western Coal,	3,000,000 00	152,517 74	3,152,517 74	6
New York, Pennsylvania and Ohio,	[2]95,455,920 00	664,978 30	96,120,898 30	5, 6, and 7
New York, Pittsburgh and Chicago,	5,850,000 00	127,808 00	5,977,808 00	6
New York, Susquehanna and Western,	6,850,000 00	[3]1,328,111 45	8,178,111 45	Not stated.
North and West Branch,	1,500,000 00	68,800 24	1,568,800 24	6
North-East Pennsylvania,	160,000 00	237,448 73	397,448 73	7
Northern Central,	15,253,000 00		15,253,000 00	6

North Pennsylvania,	7,093,500	00	27,937	65	7,121,437	65	6 and 7
Oil City and Ridgway,	15,000	00	. . . . .		15,000	00	6
Pennsylvania,	59,431,690	00	. . . .		59,431,690	00	4½, 5, and 6
Pennsylvania and Martin's Creek,			510	69	510	69	. . . .
Pennsylvania and New York,	3,000,000	00	740,838	95	3,740,838	95	7
Pennsylvania and Western,	200,000	00	Unascertain	ed.	200,000	00	6
Pennsylvania Coal,	. . . .		263,137	42	263,137	42	. . . .
Pennsylvania Company,	15,811,000	00	3,960,282	05	19,771,282	05	4½ and 6
Pennsylvania Schuylkill Valley,	3,750,000	00	162,109	03	3,912,109	03	5
Pennsylvania, Slatington and New England,	1,200,000	00	415,994	00	1,615,994	00	6
People's,	15,000	00	18,257	34	33,257	34	6
Perkiomen,	1,924,600	00	803,353	87	2,727,953	87	6
Philadelphia and Baltimore Central,	2,100,000	00	62,512	50	2,162,512	50	5 and 7
Philadelphia and Erie,	17,919,000	00	1,435,680	00	19,354,680	00	5, 6, and 7
Philadelphia and Reading,	94,708,177	42	12,086,240	78	106,794,418	20	5, 6, and 7
Philadelphia, Germantown and Chestnut Hill,	1,000,000	00	. . . . .		1,000,000	00	4½
Philadelphia, Newtown and New York,	700,000	00	. . .		700,000	00	6
Philadelphia, Wilmington and Baltimore,	3,501,000	00	136,666	66	3,637,666	66	5 and 6
Pickering Valley,	332,300	00	385,052	76	717,352	76	7
Pine Creek,	3,500,000	00	281,887	06	3,781,887	06	6
Pittsburgh and Castle Shannon,	67,726	82	12,162	54	79,889	36	7
Pittsburgh and Connellsville,	10,718,600	00	4,302,375	14	15,020,975	14	6 and 7
Pittsburgh and Lake Erie,	2,000,000	00	1,072,607	13	3,072,607	13	6
Pittsburgh and Western,	5,588,000	00	1,604,028	33	7,192,028	33	6 and 7
Pittsburgh, Chartiers and Youghiogheny,	320,000	00	126,860	43	446,860	43	6
Pittsburgh, Cincinnati and St. Louis,	12,617,000	00	3,403,649	95	16,020,649	95	5, 6, and 7
Pittsburgh East End,	. . . .		3,839	59	3,839	59	. . . .
Pittsburgh, Fort Wayne and Chicago,	12,510,000	00	. . . . .		12,510,000	00	7
Pittsburgh Junction,	1,440,000	00	72,129	70	1,512,129	70	6
Pittsburgh, McKeesport and Youghiogheny,	2,690,000	00	. . . . .		2,690,000	00	6
Pittsburgh Southern,	950,000	00	. . . . .		950,000	00	6
Plymouth,	. . . . .		274,495	19	274,495	19	. . . . .
Pomeroy and Newark,	. . . . .		47,475	58	47,475	58	. . . . .
Reading and Columbia,	2,014,166	67	248,979	31	2,263,145	98	5 and 6
Rew City and Eldred,	. . .		1,726	65	1,726	65	. . . . .
Ridgway and Clearfield,	430,000	00	18,459	26	448,459	26	5
River Front,	216,000	00	80,047	10	296,047	10	4½
Rochester and Pittsburgh,	10,534,000	00	1,451,748	87	11,985,748	87	6 and 7

[1] The interest has not been paid on this mortgage since December 1, 1877. [2] Includes $1,498,920 of deferred warrants issued for unearned interest on the first mortgage bonds, which will become funded debt when the bonds are issued for the warrants, in accordance with the provisions of the first mortgage. [3] Unpaid vouchers, December pay-roll, temporary loans, and car trust obligations.

TABLE B.—DEBT AND INTEREST—Continued.

NAME OF COMPANY.	Total amount now of funded debt.	Total amount now of unfunded debt.	Total amount now of funded and unfunded debt.	Rate per cent. per annum of interest.
Salisbury,	$150,000 00		$150,000 00	7
Schuylkill River, East Side,		90,649 71	90,649 71	
Schuylkill River, West Side,		2,175 41	2,175 41	
Shamokin, Sunbury and Lewisburg,	1,500,000 00	118,754 00	1,618,754 00	5 and 6
Shamokin Valley and Pottsville,	2,000,000 00		2,000,000 00	7
Sharon,	156,000 00		156,000 00	7
Sharpsville,	60,000 00	$7,742 99	67,742 99	6
Sheffield and Spring Creek,		21,566 88	21,566 88	
Shenango and Allegheny,	1,200,000 00	281,309 40	1,481,309 40	7
Slate Ridge and Delta,		Unknown.		
Somerset and Cambria,	475,000 00		475,000 00	5 and 6
South Mountain,	100,000 00		100,000 00	6
Southern Pennsylvania,	625,000 00	[1]430,208 34	1,055,208 34	7
South-West Pennsylvania,	962,000 00		962,000 00	7
State Line and Sullivan,	200,000 00	20,635 75	220,635 75	Not stated.
Stony Creek,	350,000 00	365,532 18	715,532 18	7
Sunbury and Lewistown,	500,000 00		500,000 00	7
Sunbury, Hazleton and Wilkes-Barre,	2,535,000 00		2,535,000 00	5 and 6
Susquehanna and Clearfield,	280,000 00	666 46	280,666 46	5
Susquehanna and Delaware River,		12,000 00	12,000 00	
Tioga,	629,500 00		629,500 00	7
Tionesta Valley,		66,631 31	66,631 31	
Tresckow,		102,897 51	102,897 51	
Tyrone and Clearfield,	1,000,000 00		1,000,000 00	5
Warren and Farnesworth Valley,	64,000 00	18,520 00	82,520 00	6
Waynesburg and Washington,	98,900 00		98,900 00	7
Western Maryland,	3,675,000 00	836,603 37	4,511,603 37	6
Western Pennsylvania,	4,300,000 00		4,300,000 00	5 and 6

West Penn and Shenango Connecting,	400,000	00	80,627	65	480,627	65	6
Williamsport and Clearfield,	[2]						
Williamsport and North Branch,	85,000	00	6,500	00	91,500	00	6
Wilmington and Northern,	228,700	00	. . .		228,700	00	5 and 6
Wind Gap and Delaware,			10,395	73	10,395	73	. . . . .
York and Peach Bottom,	230,200	00	44,344	03	274,544	03	5
Total,	$712,024,439	26	$63,414,235	16	$775,438,674	42	. . . . .

[1] Interest unpaid to December 31, 1884. [2] Bonds authorized, $1,500,000. The company report "only thirty sold," without stating their amount.

Note.—Companies omitted from this table did not report any debt.

TABLE C.—COST OF ROAD AND EQUIPMENT.

NAME OF COMPANY.	Total cost of roads owned.		Total cost of equipment owned.		Total cost of road and equipment.		Value of real estate held by the company, exclusive of roadway.		Average cost of construction per mile of road.		Average cost of equipment per mile of road.	
Addison and Northern Pennsylvania,	$417,098	01	$65,567	68	$482,665	69	. . . . .	. .	$8,341	96	$1,311	35
Allegheny Valley, ...	21,683,452	77	2,366,087	53	24,049,540	30	. . . . .	. .	83,558	51	9,117	87
Allentown, ...	1,084,652	71	. . . . .	. .	1,084,652	71	$23,509	43	241,033	94	. . . . .	. .
Arnot and Pine Creek, ...	255,000	00	. . . . .	. .	255,000	00	. . . . .	. .	15,315	31	. . . . .	. .
Bachman Valley, ...	112,494	13	. . . . .	. .	112,494	13	. . . . .	. .	. . . . .	. .	. . . . .	. .
Bald Eagle Valley, ...	1,428,667	56	. . . . .	. .	1,428,667	56	. . . . .	. .	. . . . .	. .	. . . . .	. .
Baltimore and Cumberland Valley, .	152,432	05	. . . . .	. .	152,432	05	. . . . .	. .	. . . . .	. .	. . . . .	. .
Baltimore and Cumberland Valley Extension, ...	500,000	00	. . .		500,000	00	50,000	00	18,518	57	. . . .	. .
Baltimore and Philadelphia, ...	Main line in	pro	cess of constr	uc	tion.							
Bangor and Portland, ...	291,240	00	43,860	00	335,100	00	. . . . .	. .	11,656	00	1,754	40
Barclay, ...	[1]622,600	00	. . . . .	. .	622,600	00						
Bedford and Bridgeport, ...	1,423,606	61	. . . . .		1,423,606	61	. . . . .	. .	28,935	09	. . . . .	. .
Beech Creek, Clearfield and South-Western, ...	[25]5,282,419	53	. .		5,282,419	53	. . . . .	. .	. . . . .	. .	. . . . .	. .
Bellefonte and Buffalo Run, ...	In process of	con	struction; not	co	mpleted.							
Bellefonte, Nittany and Lemont, . . .	Not yet com	ple	ted.									
Bell's Gap, ...	961,785	20	72,507	18	1,034,292	38	. . . . .	. .	31,025	33	2,338	94
Bellevue Incline Plane, ...	No road con	str	ucted or loca	ted.								
Berlin, ...	Present own	er	(B. and O. R.	R.	Co.) has no	rec	ord of cost.					
Berlin Branch, ...	76,726	12	. . . .	. .	76,726	12	. . . . .	. .	10,960	89	. . . . .	. .
Bethlehem and Belvidere, ...	Cost not rep	ort	ed.									
Big Level, ...	[35],298	60	. . . . .	. .	5,298	60	. . . .	. .	. . . .	. .	. . . . .	. .
Big Level and Kinzua, ...	[46],295	38	. . . . .	. .	6,295	38	. . . . .	. .	. . . . .	. .	. . . . .	. .
Bradford, ...	Cost not rep	ort	ed.									
Bradford, Bordell and Kinzua, ...	503,745	15	78,188	20	581,933	35	. . . .	. .	24,572	93	3,814	60
Bradford, Bordell and Smethport, . .	88,223	51	11,776	49	100,000	00	. . . . .		7,273	17	970	85
Bradford, Eldred and Cuba, ...	1,003,053	11	136,815	20	1,139,868	31	. . . . .		18,682	30	2,548	06
Bradford, Richburg and Cuba, ...	Cost not rep	ort	ed.									

Brockwayville and Punxsutawney,	Cost not rep	ort	ed.														
Buffalo, Bradford and Pittsburgh,	2,866,400	00	. . . . .			2,866,400	00	. . . . .		. . . . .		. . . . .					
Buffalo, New York and Philadelphia,	44,199,854	74	Included,			44,199,854	74	. . . . .		. . . . .		. . . . .					
Catasauqua and Fogelsville,	523,185	59	135,150	00		658,335	59	15,000	00	20,517	08	5,300	00				
Catawissa,	6,206,668	08	Included,			6,206,668	08	. . . . .		. . . . .		. . . . .					
Central Pennsylvania,	No road con	str	ucted.														
Chartiers,	1,122,336	10	. . . . .			1,122,336	10	. . . . .		. . . . .		. . . . .					
Chester and Delaware River,	220,915	21	. . . . .			220,915	21	30,480	00	50,322	37	. . . . .					
Chester Creek,	457,100	00	. . . . .			457,100	00	. . . . .		64,019	61	. . . . .					
Chester Valley,	Cost not rep	ort	ed, ...			. . . . .		3,000	00								
Chestnut Hill,	Cost not rep	ort	ed.														
Cherry Grove,	Cost not rep	ort	ed.														
Cleveland and Pittsburgh,	15,253,669	79	3,802,877	96		17,056,547	75	. . . .		67,022	35	19,230	73				
Colebrookdale,	672,029	58	. . . . .			672,029	58	14,108	07	52,502	31	. .					
Colebrook Valley,	[5]484,944	45	. . . . .			484,944	45	. . . . .		. . . . .		. . . . .					
Columbia and Port Deposit,	2,024,327	16	. . . . .			2,024,327	16	. . . . .		. . . . .		. . . . .					
Connecting,	2,781,988	20	. . . . .			2,781,988	20	. . . . .		. . . . .		. . . . .					
Corning, Cowanesque and Antrim,	3,250,000	00	. . .			3,250,000	00	50,000	00	38,262	30	. . . . .					
Cornwall,	418,566	18	146,131	86		564,698	04	44,319	10	21,687	36	29,258	96				
Cornwall and Lebanon,	[6]378,077	44	81,410	83		459,488	27	. . . . .				. . . . .					
Cornwall and Mount Hope,	188,381	62	. . .			188,381	62	. . . . .		36,227	23	. . . . .					
Cumberland Valley,	1,971,528	96	Included,			1,971,528	96	. . . . .		23,211	30	. . . . .					
Danville and Riverside,	4,108	23	. . . . .			4,108	23	. . . . .		. . . . .		. . . . .					
Danville and Shamokin,	26,710	00	. . . .			26,710	00	. . . . .									
Delaware and Hudson,	3,782,050	92	1,407,609	20		5,189,660	12	. . . .		39,811	06	14,816	94				
Delaware, Lackawanna and Western,	18,595,261	99	8,157,935	46		26,753,197	45	[7]7,497,221	00	88,586	82	38,863	96				
Delaware River and Lancaster,	23,073	00	. . . . .			23,073	00	. . . .		. . .		. . . .					
Dillsburg and Mechanicsburg,	Cost not rep	ort	ed.														
Dunkirk, Allegheny Valley and Pittsburgh,	4,557,924	33	262,725	00		4,820,649	33	50,000	00	50,308	21	2,899	83				
Easton and Bangor,	In process of	con	struction.														
East Brandywine and Waynesburg,	535,105	27	. . .			535,105	27	. . . .		. . .		. . .					
East Broad Top,	914,042	82	180,493	51		1,094,536	33	10,617	75	30,468	09	4,940	96				
East Mahanoy,	392,550	00	. . . . .			392,550	00	600	00	36,721	23	. . . .					
East Pennsylvania,	1,884,683	79	. . . . .			1,884,683	79	. . . .		52,352	33	. . . . .					
Ebensburg and Cresson,	122,000	00	. . . .			122,000	00	400	00			. .					
Edgewood,	28,172	36	2,000	00		30,172	36	. . . . .		28,172	36	2,000	00				

[1] Including coal mines. [2] Paid on account. Road unfinished. [3] The company reports: "This company's line was laid out and partly graded. It will not be completed, and the stockholders expect to apply shortly to the court for its dissolution." [4] Expended to date. No road made. [5] After $17,553 08 of net earnings had been applied thereto. [6] After $20,876 94 of net earnings had been applied thereto. [7] Cost of coal lands and improvements and other property.

TABLE C.—COST OF ROAD AND EQUIPMENT—Continued.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment.	Value of real estate held by the company, exclusive of roadway.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Elmira and Williamsport,	$2,218,000 00	$352,000 00	$2,570,000 00		$29,377 48	$4,662 25
Erie and Pittsburgh,	3,180,937 26	1,895,725 18	5,076,662 44		31,419 77	18,725 06
Erie and Wyoming Valley,	Unfinished.	50,000 00	50,000 00			
Evergreen,	26,582 98		26,582 98	$800 00	6,645 74	
Fayette County,	130,000 00		130,000 00			
Fort Pitt Incline Plane,	93,601 00		93,601 00	488 40		
Frankford and Holmesburg,	Cost not reported.			2,000 00		
Gettysburg and Harrisburg,	513,322 11	48,863 64	562,185 75	6,943 25	20,866 75	1,986 32
Germantown, Norristown and Phœnixville,	Road not constructed.					
Greenlick Narrow Gauge,	29,752 75	7,250 02	37,002 77	50 00	7,438 19	1,812 50
Hanover and York,	Cost not reported.					
Hanover Junction, Hanover and Gettysburg,	399,239 00	165,344 00	564,583 00	17,000 00	11,917 58	4,935 64
Harrisburg and Potomac,	1,069,389 90	39,354 30	1,108,744 20	182,250 00	25,956 07	955 20
Harrisburg and Western,	In process of construction.					
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,882,550 00		1,882,550 00			
Huntingdon and Broad Top Mountain,	5,592,401 48	Included.	5,592,401 48	[1]		
Ironton,	250,000 00	18,000 00	268,000 00	12,830 00	25,000 00	1,398 06
Jamestown and Franklin,	2,538,473 84		2,538,473 84		49,676 59	
Jefferson,	4,396,050 00		4,396,050 00		97,975 21	
Junction,	1,062,000 50		1,062,000 50			
Kensington and Tacony,	[2]414 47		414 47			
Kendall and Eldred,	Cost not reported.					
Keystone Coal Company,	Company report "no data."					
Kinzua,	Cost not reported.					
Lake Shore and Michigan Southern,	[3]66,700,000 00	[4]17,300,000 00	84,000,000 00	365,779 61	77,121 43	16,879 03
Lancaster and Reading Narrow Gauge,	Cost not reported.					

Lawrence,	830,183	95				830,183	95				37,667	14		
Lehigh and Lackawanna,	976,211	66				976,211	66							
Lehigh and Susquehanna,	14,349,413	73				14,349,413	73							
Lehigh Valley,	23,883,974	02	12,942,580	65		36,826,554	67							
Lewisburg and Tyrone,	1,558,275	69				1,558,275	69							
Ligonier Valley,	205,918	81	Included.			205,918	81							
Little Saw-Mill Run,	185,300	65	157,481	14		342,781	79	54,850	00		41,177	92	34,995	81
Little Schuylkill Navigation,	1,416,187	00				1,416,187	00	10,000	00					
Littlestown,	115,616	00				115,616	00				12,170	00		
Local Incline Plane,	No road built.													
Lykens Valley,	[5]578,767	24	17,000	00		595,767	24	[6]						
Martin's Creek and Stroudsburg,	No road made.													
McKean and Buffalo,	Cost not reported.													
Meadville and Linesville,	340,737	37	9,100	14		349,837	51				16,621	33	455	00
Mifflin and Centre County,	365,789	39				365,789	39	200	00		29,714	05		
Mill Creek and Mine Hill Navigation,	323,045	00				323,045	00							
Mine Hill and Schuylkill Haven,	3,977,808	41				3,977,808	41							
Monongahela Incline Plane,	242,895	87				242,895	87	26,503	23					
Mont Alto,	342,134	25	24,807	45		366,941	70				17,106	71	1,240	37
Montrose,	332,741	18	41,308	13		374,049	31				11,883	61	1,475	29
Montour,	200,000	00	98,800	00		298,800	00				18,188	88	8,909	01
Mount Carbon and Port Carbon,	282,815	45				282,815	45							
Mount Oliver Incline Plane,	87,715	53				87,715	53							
Mount Pleasant and Broad Ford,	201,669	69				201,669	69				20,166	97		
Mount Pleasant and Latrobe,	In course of construction.													
Nesquehoning Valley,	1,402,247	45				1,402,247	45							
New Brighton and New Castle,	570,399	04				570,399	04	840	00		45,486	36		
New Castle,	Cost not reported.													
New Castle and Beaver Valley,	873,164	49				873,164	49				58,210	96		
New Castle and Butler,	[7] Cost not reported.													
New Haven and Youghiogheny,	Cost not reported.													
Newry,	25,408	44				25,408	44				25,408	44		
New York, Chicago and St. Louis,	65,141,773	69	5,703,158	16		70,844,931	85	15,000	00		125,572	98	11,127	68
New York, Lake Erie and Western,	Cost not reported.													
New York, Lake Erie & Western Coal,	1,961,947	67				1,961,947	67							
New York, Pennsylvania and Ohio,	[8]140,337,200	97	Included.			140,337,200	97				$38,431	73		
New York, Pittsburgh and Chicago,	712,873	62				712,873	62	2,000	00					

[1] Company report: "Two collieries and about 2,500 acres of coal lands. Cannot give cash value." [2] Company report: "No construction done other than surveys." [3] Proportion of same for Pennsylvania, $3,803,628 93. [4] Proportion of same for Pennsylvania, $1,294,072 54. [5] Cost at date of lease, March, 1866. [6] Company report: "Cannot say. The use of all included in lease to Summit Branch Railroad Company." [7] Owned by Green, Marquis & Johnson, and operated by them for their own use, no one else shipping over the road. [8] Includes equipment and interest in leased lines.

TABLE C.—COST OF ROAD AND EQUIPMENT—Continued.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment.	Value of real estate held by the company, exclusive of roadway.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
New York, Ridgway and Pittsburgh,	$45,174 71	. . . .	$45,174 71	. . . .	. . . .	. . . .
New York, Susquehanna and Western,	26,300,608 75	Included.	26,300,608 75	. . . .	. . . .	. . . .
Nittany Valley and Southern,	In course of	construction.				
North and West Branch,	3,075,840 45	. . . .	3,075,840 45	. . . .	. . .	. . . .
North-East Pennsylvania,	306,041 96	. .	306,041 96	. . . .	. . . .	. . . .
Northern Central,	13,864,757 18	$4,196,107 35	18,060,864 53	. . . .	. . . .	. . .
North Pennsylvania,	9,673,824 95	1,750,935 65	11,424,760 60	$1,253,924 15	. . . .	. . . .
Oil City and Ridgway,	71,427 43	. . .	71,427 43	. . . .	$11,905 00	. . . .
Olean, Bradford and Warren,	Cost not re	ported.				
Penn Gas Coal Company's Youghiogheny,	347,148 62	29,238 62	376,387 24	. . . .	35,459 51	$2,986 58
Pennsylvania,	38,376,660 71	24,238,543 68	62,615,204 39	12,699,411 34	. . . .	. . . .
Pennsylvania and Martin's Creek,	6,510 69	. .	6,510 69	. . . .	. . . .	. . . .
Pennsylvania and New York,	6,383,726 50	1,443,080 22	7,826,806 72	. . . .	. . . .	. . . .
Pennsylvania and Western,	Unascertained.	None.				
Pennsylvania Coal,	2,000,000 00	Included.	[1]2,000,000 00	. . . .	. . . .	. . . .
Pennsylvania Company,	Does not	own any road.				
Pennsylvania Schuylkill Valley,	7,560,181 35	. . . .	7,560,181 35	. . . .	. . . .	. . . .
Pennsylvania, Slatington and New England,	2,833,100 00	. . . .	2,833,100 00	. . . .	. . . .	. . . .
People's,	88,141 34	30,265 29	118,406 63	. . . .	. .	
Perkiomen,	2,078,561 21	4,257 03	2,082,818 24	19,611 91	53,988 60	110 57
Philadelphia and Baltimore Central,	3,759,025 08	447,237 54	4,206,262 62	. . . .	52,303 00	6,223 00
Philadelphia and Erie,	26,185,363 35	. . . .	26,185,363 35	. . . .	90,924 17	. . . .
Philadelphia, Germantown and Chestnut Hill,	2,000,000 00	. . . .	2,000,000 00	. . . .	296,296 30	. . . .
Philadelphia, Germantown and Norristown,	Cost not re	ported.				
Philadelphia and Lehigh Valley,	Cost not re	ported.	Road not	completed.		

Philadelphia, Newtown and New York,	1,900,000	00	. . . .		1,900,000	00	. .		90,909	09	. . . . .	. .
Philadelphia and Reading, ...	[2]40,291,772	16	10,398,057	40	50,689,829	56	[3]8,525,585	43	123,216	43	31,798	34
Philadelphia and Trenton, ...	2,510,412	55	. . . . .	. .	2,510,412	55	262,397	54	. .	. .	. . . . .	. .
Philadelphia, Wilmington and Baltimore, ...	14,148,969	92	Included.		[4]14,148,962	92	. . .		112,071	01	. . . . .	. .
Pickering Valley, ...	480,726	08	. . . . .	. .	480,726	08	800	00	42,542	13	. . . . .	. .
Pine Creek, ...	4,616,016	35	. .		4,616,016	35	. .				. . . . .	
Pittsburgh and Castle Shannon, . . .	185,000	00	31,427	50	216,427	50	38,770	00	30,833	33	5,237	75
Pittsburgh and Connellsville, ...	13,741,985	15	470,698	49	14,212,683	64	. . . . .	. .	91,613	23	3,137	99
Pittsburgh and Lake Erie, ...	4,865,268	22	1,118,974	30	5,984,242	52	. . . . .	. .	68,524	91	15,760	20
Pittsburgh and Western, ...	14,147,941	95	749,884	93	14,897,826	88	. . . . .	.	59,847	47	3,172	10
Pittsburgh, Chartiers and Youghiogheny, .	832,646	97	128,840	45	961,487	42	16,168	00	38,370	83	5,937	35
Pittsburgh, Cincinnati and St. Louis, .	16,432,863	93	4,366,499	75	20,799,363	68	15,000	00	82,000	31	21,788	91
Pittsburgh East End, ...	17,907	34	. .	.	17,907	34	. . . . .				. . . . .	.
Pittsburgh, Fort Wayne and Chicago,	39,688,421	15	Included.		39,688,421	15	. . . .	. .	84,804	32	. . . . .	.
Pittsburgh Junction, ...	2,054,670	51	. . . . .	. .	2,054,670	51	. . . . .	. .	. . . .	. .	. . . . .	. .
Pittsburgh, McKeesport and Youghiogheny, ...	5,224,832	45	382,981	03	5,607,813	48	. . . . .	. .	84,198	15	6,174	74
Pittsburgh Southern, ...	Cost not re		ported.									
Pittsburgh, Virginia and Charleston, .	Cost not re		ported.									
Plymouth, ...	Cost not re		ported.									
Point Breeze, ...	No road		made.									
Pomeroy and Newark, ...	502,056	25	. . . . .	. .	502,056	25	. . . . .		. . . .	. .	. . . . .	. .
Pottsville and Mahanoy, ...	126,547	35	. . .		[5]126,547	35	. . . . .		. .		. . . .	
Reading and Columbia, ...	2,184,284	94	245,241	18	2,429,526	12	65,306	22	45,505	94	5,109	19
Reading and Pottsville, ...	36,550	06	. . . . .		. . . . .		. . . . .		.		. . . . .	
Rew City and Eldred, ...	108,507	42	4,219	23	112,726	65	. . . . .		8,923	31	337	54
Ridgway and Clearfield, ...	880,592	73	. . . .		880,592	73	. . . . .	. .	. . . . .		. . . .	. .
Ridgway and Oil City, ...	No road		made.									
Riegelsville, ...	No road		made.									
River Front, ...	512,047	10	. . . .		512,047	10	319,211	22	. . .		. . . . .	
Rochester and Pittsburgh, ...	21,769,186	57	2,651,283	24	24,420,469	81	. . .		72,050	00	8,775	00
Salisbury, ...	233,311	63	9,724	50	243,036	13	1,000	00	19,442	64	810	37
Schuylkill River, East Side, ...	No ro	ad	made.									
Schuylkill River, West Side, ...	No ro	ad	made.									
Schuylkill Valley Navigation, ...	576,840	94	. . . . .	. .	576,840	94	. . . . .	. .	. . . . .		. . . . .	. .

[1] Cost of road and equipment to 1860, when account was closed. With the exception of three pony switching locomotives, the road is operated by stationary engines and the force of gravity. [2] Includes machine-shops and tools. [3] Value of real estate in Pennsylvania, $8,438,387 30. [4] Includes equipment used thereon and on leased roads, and real estate. [5] No road built and no equipment owned. Expenditures mainly for land damages.

TABLE C.—COST OF ROAD AND EQUIPMENT—Continued.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment.	Value of real estate held dy the company, exclusive of roadway.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Shamokin, Sunbury and Lewisburg,	$2,616,559 48	. . . . .	$2,616,559 48	$14,570 00	$84,133 74	. . . . .
Shamokin Valley and Pottsville,	[1]2,875,700 00	. . . . .	2,875,700 00	. . . . .	. . . . .	. . . . .
Sharon,	528,969 59	. . . . .	528,969 59	26,500 00	30,000 00	
Sharpsville,	396,122 69	$24,083 79	420,206 48	4,110 42	17,956 60	$1,091 74
Sheffield and Spring Creek,	24,566 88	. . . . .	24,566 88	. . . . .	4,386 90	
Shenango and Allegheny,	1,565,089 98	278,012 76	1,843,102 74	16,617 21	26,084 83	4,633 55
Sherrick Run,	In course of construction.					
Sinnemahoning and Sheffield,	15,000 00	. . . . .	15,000 00			
Slate Ridge and Delta,	"Unknown."					
Somerset and Cambria,	Not reported.					
South Mountain,	342,841 31	45,639 29	388,480 63	1,200 00	19,282 41	2,566 98
South Pennsylvania,	In course of construction.					
Southern Pennsylvania,	625,000 00	. . . . .	625,000 00	30,000 00	29,761 90	
South-West Pennsylvania,	1,532,591 17	. . . . .	1,532,591 17			
State Line and Sullivan,	[2]					
Stony Creek,	543,707 54	497 34	544,204 88	46,569 31	41,567 85	4 83
Strasburg,	Not reported.					
Sunbury and Lewistown,	Not reported.					
Sunbury, Hazleton and Wilkes-Barre,	3,535,109 96	. . . . .	3,535,109 96			
Susquehanna and Clearfield,	560,467 36	. . . . .	560,467 36			
Susquehanna and Delaware River,	89,000 00	. . . . .	89,000 00			
Tioga,	1,467,511 02	555,091 49	2,022,602 51	41,000 00	20,786 27	10,674 84
Tionesta and Clarion,	No road made.					
Tionesta Valley,	129,244 92	60,755 08	190,000 00	. . . . .	4,900 03	4,050 34
Tresckow,	232,897 51	. . . . .	232,897 51			
Tyrone and Clearfield,	1,595,828 58	. . . . .	1,595,828 58			
Warren and Farnesworth Valley,	123,431 71	44,917 77	168,349 48		7,480 71	2,722 29
Waynesburg and Washington,	162,271 57	33,533 79	195,805 36	4,300 00	5,795 41	1,197 63
West Chester and Phœnixville,	[3]13,839 89	. . . . .	13,839 89			

Western Maryland,	4,984,165	10	Included.		4,984,165	10						
Western Pennsylvania,	5,330,091	07			5,330,091	07						
West Penn and Shenango Connecting,	976,794	71			976,794	71			44,399	76		
Wheeling, Pittsburgh and Baltimore,	Cost not	re	ported.									
Williamsport and Clearfield,	In course	of	construction.									
Williamsport and North Branch,	Cost not	re	ported.				19,370	51				
Wilmington and Northern,	1,607,730	99	173,055	14	1,780,786	13	42,777	95	18,248	93	1,964	30
Wind Gap and Delaware,	60,395	73			60,395	73						
York and Peach Bottom,	441,740	64	75,995	00	517,735	64	26,500	00	11,043	51	1,899	87
Youghiogheny Northern,	400,000	00			400,000	00			199,578	50		
Youghiogheny and Elizabeth,	5,000	00			5,000	00						
	$865,502,796	61	$109,810,987	74	$975,313,784	35	$31,977,491	05				

[1] Includes cost of coal lands. [2] The company report: "Our road having been purchased at foreclosure sale by the bondholders, whose interest in the bonds is represented by the stock standing to their credit, it is impossible to give a correct answer to these questions." [3] Some grading was done on the road as early as 1872, but little or none since. In a very full report of the condition of the company, made in 1880, the cost of construction, with interest added, was stated at $10,963 11. The increase since is added interest, no more work having been done.

TABLE D.—CHARACTERISTICS OF ROAD.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length in miles of leased roads.	Total number of miles operated.	Total number of miles operated in Penn'a.	Aggregate length of all tracks in Penn'a.	Miles of steel rail on lines owned and operated.	Miles of iron rail on lines owned and operated.	Length of telegraph lines in Penn'a in miles.	Number of miles of telegraph wire in Penn'a.	Number of bridges and trestles on lines owned.	Aggregate length of bridges and trestles in feet.	Number of stations in Pa.	Number of engine-houses and shops in Penn'a.	Number of wood and water stations in Penn'a.	Number of tunnels in Pa.
Addison and Northern Pennsylvania,	41.00	4.50		45.50	35.00	38.50	2.50	47.50			45	12,380.00	6	2	4	
Allegheny Valley,	242.00	17.50		259.50	259.50	378.50	243.50	129.00	242.00	374 00	159	18,444.00	131	9		5
Allentown,	4.50			4.50	4.50	4.90		4 90			1	17.00	2	1		
Arnot and Pine Creek,	12.00			12.00	12.00	16 65		16.65	12.00	12.00	16	3,424 00	2	1	2	
Bachman Valley,	9.00			9.00	9.00	9.00	2.00	7.00			8	199.00	6		1	
Bald Eagle Valley,	51.20	29.17		80 37	80.37	90.48	74.73	15 75	71.30	78.00	102	4,871.00	14	2	10	
Baltimore and Cumberland Valley,	4.55			4.55	4.55	5.61		5.61			5	993.00	5			
Baltimore and Cumberland Valley Extension,	26.02			26.02	26.02	27.40		27.40			13	3.263.00	7	1	1	
Baltimore and Philadelphia,	36.55	20.00		20 00	2.39	2.49	2.10	23.64	2.39	2 39	19	3,531.00	1	1		
Bangor and Portland,	25.00			25.00	25.00	31.00	16 00	15.00	25.00	25.00	16	240.00	10	2	3	
Barclay,	16.23			16.23	10.23	22.25	4.50	17.75	17.00	17.00	11	973 00	8	4	4	
Bedford and Bridgeport,	38.70	10.50		49.20	49.20	53.95	22.65	31.30	38.70	38.70	29	3,224.00	12	3	5	
Beech Creek, Clearfield and South Western,	66 92	15.11		82.03	82.03	93.16	93 16				34	5,449.00	17	1	8	2
Bellefonte, Nittany and Lemont,	10.00			[1]												
Bell's Gap,	25.40			25.40	25.40	31.00	25.40		23.20	23.20	4	700 00	5	1	5	
Berlin,	8.70			8.70	8.70	10.80		10.80			7	1,420.00	1	1	1	
Berlin Branch,	7.00			7.00	7.00	7.00		7.00			2	80.00	3	1	1	
Big Level and Kinzua,	15.00			[1]												
Bradford,	14 00															
Bradford, Bordell and Kinzua,	15.00	1.93	22.39	39.32	39.32	44.78	0.24	44 54			4	581 00	9	2	6	
Bradford, Bordell and Smethport,	10 23			10.23	10.23	12.84		12.84			4	608.00	1	1	2	
Bradford, Eldred and Cuba,	23 71		29.98	53.69	5 74	6.65		58.30			22	5,585.00	1		1	
Bradford, Richburg and Cuba,	9 36			9.36	5.74	6.53		10.21			4	500.00	2	1	1	
Brockwayville and Punxsutawney,	25.00			25.00	25.00											
Buffalo, Bradford and Pittsburgh,	25.97			25.97	18.16	41.13	5.00	30.22	18.00	42.00	31	3,762.00	12			
Buffalo, New York and Philadelphia,	429.85		233.31	663.16	345 90	403.20	451.90	356 96	349.00	349 00	183	25 088.00	34	7	17	
Catasauqua and Fogelsville,	20.00	5.50		25.50	25.50	33.50	10.50	23.00	15.00	15.00	10	1,316.00	19	2	5	
Catawissa,	94.00	4.50		98.50	98.50	125 50					24		23			
Chartiers,	22.76			22.76	22.76	25.59	9.82	15.77	22.76	110.28	26	2,316.50	15	1	1	2
Chester and Delaware River,	4.39			4.39	4.39	7.45		7.45			7	660.00	2		2	
Chester Creek,	7.14			7.14	7.14	7.14					2	50.00	8		1	

Chester Valley,	21.50			21.50	21.50	23.50		23.50			58	2,926.00	16	1	2	
Chestnut Hill,	4.12			4.12	4.12	4.12										
Cleveland and Pittsburgh,	166.57	31.09	25 65	223.31	40.58	50.31	192 82	89 71	15.00	75.00	134	11,233.00	16			
Colebrookdale,	12 80			12 80	12.80	15.50	6.90	14.60			22	2,273.00	10	1	1	
Colebrook Valley,	16.27			16.27	16.27	18 78	18.78				3	51.00	9		1	
Columbia and Port Deposit,	40.00		3.78	43.78	28.36	31.72	8.14	42.20	28.36	56.72	28	1,535.00	6		2	
Connecting,	6.75			6.75	6.75	33.57	30.89	2.63	6.75	69.65	14	1 871.00	6	1	3	
Corning, Cowanesque and Antrim,	53.00	31.94		84.94	69 30	88.14	62.50	56.04				4,024.00	24	9	13	
Cornwall,	7.47			7.47	7.47	19.03	8.82	10.21	8.00	8.00	16	320.00	18	1	3	
Cornwall and Lebanon,	5.38			5 38	5.38	9.18	9.18				4	154 00	3	1	2	
Cornwall and Mount Hope,	5 20			5.20	5.20	5.60	5 60				2	40.00	6		2	
Cumberland Valley,	82.20		42.80	125.00	99.30	127.67	83.50	42 80			30	5,878.00	42	6	11	
Danville and Shamokin,	19.00	.15		[2]							1	54.00				
Delaware and Hudson,	41.01	56 00	59.69	156.70	139.05	234.62	103 70	10.00	60.00	135.00	35	5.342.00	15	8		
Delaware, Lackawanna and Western,	114 61	95 30	6.41	216.32	216.32	528.98	419.91	109.07	114.61	114.61	27	3,334.00	50	6	38	3
Delaware River and Lancaster,	83.00			[2]												
Dillsburg and Mechanicsburg,	7.70			7.70	7.70	9.25	1.00	8.25			9	508.50	3			
Dunkirk, Allegheny Valley and Pittsburgh,	106 50			90.60	48.30	52.30	78.20	24 90	48.30	48.30	36	5,805.00	12	1	7	
East Brandywine and Waynesburg,	28.11			28.11	28.11	29.55	11.01	18.54	28.11	28.11	18	783.00	8	1	2	
East Broad Top,	30.00			30.00	30.00	36.53	5.86	30.67			22	1,767.00	9	6	5	2
East Mahanoy,	5.49	3 13		8.62	8.62	17.72	4.72	13.00			9	283.00	4		2	1
East Pennsylvania,	36.00			36.00	36.00	71.29	8 38	62.91			42	924.00	13	3	7	
Ebensburg and Cresson,	11.00			11.00	11.00	11.50	2.00	9.00			1	40.00	3	1	1	
Edgewood,	1.00			1.00	1.00	1.60		1.60								
Elmira and Williamsport,	75.50			75.50	69.00	88.96	77 34	27.72	69.00	138.40	67	5,198.00	19	2	7	
Erie and Pittsburgh,	84.47			84 47	84.47	113.92	68 60	45.30	98.00	274.00	41	4,223.00	20	8	8	
Erie and Wyoming Valley,	60.00			[2]												
Evergreen,	4 00			4.00	4 00	4.10		4.10			14	415.00	10	2		
Fayette County,	12 67			12.67	12.67	12.67		12.67			23	2,150.00	16		1	
Fort Pitt Incline Plane,	0.15			0.15	0.15	0.30	0 30						2	1		
Frankford and Holmesburg,	4.16			4.16	4.16	4.92	0.56	4.36	4.16	8.32	7	1,489.00	3	1	1	
Gettysburg and Harrisburg,	21.60	3.00		24.60	24.60	25.40	21,60	3.80	24.06	24.06	7	1,960.00	10	1	2	
Greenlick Narrow Gauge,	3.56			3.56	3.56	4.20	0 43	3 77			10	476.00	5	1	1	
Hanover Junction, Hanover and Gettysburg,	33 50		41.00	74 50	48.50	52.59	13.00	61.50	30.00	66.00	25	976.00	11	5	5	
Harrisburg and Potomac,	32.00	5 50		37.50	37.50	41.20	0.50	40.70	11.00	11.00			17	3	3	
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	35.75	18.15		53.90	53 90	103.18	95.79	7.39	54.41	270.18	39	2.162.00	16	1	8	1
Huntingdon and Broad Top Mountain,	45.00	19.10		64.10	64.10	80 80	28.50	52.30	53 00	53.00	86	11,176 00	26	4	11	
Ironton,	9.33			9 33	9.33	12.87		12.87			12	361.00		1	2	
Jamestown and Franklin,	51.10	2.53		53.63	53.63	70.63	46 00	24 63			18	2.296.00	13	4	9	1
Jefferson,	44.87			44.87	44.87	72.54	11.25	61.29	45.50	45.50	55	3,879.00	10		7	
Junction,	3.56			3.56	3.56	8 86	4.47	4 39	1.67	18.88	6	321.00				1
Kendall and Eldred,	15.00			[2]												
Kensington and Tacony,	5.00			[2]												
Keystone Coal Company,	5 50			5 50	5.50	5.50	0.50	5 00								
Kinzua,	14.00			[2]												
Lake Shore and Michigan Southern,	540.49	484.45	[3]1,655.76	2,680.70	200.46	290.66	1,521.76	632.83	862.00	934.00	178	25,390.00	18	7	13	1

[1] Not completed. No road in operation. [2] None reported in operation. [3] Of this, 1,340.35 miles reported as "operated roads."

TABLE D.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length in miles of leased roads.	Total number of miles operated.	Total number of miles operated in Penn'a.	Aggregate length of all tracks in Penn'a.	Miles of steel rail on lines owned and operated.	Miles of iron rail on lines owned and operated.	Length of telegraph lines in Penn'a in miles.	Number of miles of telegraph wire in Penn'a.	Number of bridges and trestles on lines owned.	Aggregate length of bridges and trestles in feet.	Number of stations in Pa.	Number of engine-houses and shops in Penn'a.	Number of wood and water stations in Penn'a.	Number of tunnels in Pa.
Lancaster and Reading Narrow Gauge,	34.00	15.50	....	15.50	15.50	15.50	....	....	....	....	....	....	....	....	....	....
Lawrence,	17.98	4 06		22.04	9.36	12.00	8.30	18.16	10.00	30.00	7	687.00	6	....	....	....
Lehigh and Lackawanna,	15.00	10.00	[4].00	29.00	29.00	31 00	....	....	....	....	37	2.233.00	6	....	2	....
Lehigh Valley,	159.60	156.50	9.60	325.70	259.79	603.24	598.87	207.97	150.20	590.20	60	8 367.00	95	10	45	2
Lewisburg and Tyrone,	77.01	7.34	....	84 35	84.35	89.56	15.83	73.73	82.15	82.15	56	2 754.00	16	2	8	2
Ligonier Valley,	10.50	....	....	10.50	10.50	13.50	1 75	11.75	....	.....	3	160.00	12	2	3	....
Little Saw-Mill Run,	3 00	....	....	3 00	3.00	4.50	4.00	0 50	....	.....	4	300 00	4	2	1	....
Little Schuylkill Navigation,	28.20	3.00	7.50	38.70	38.70	65.90	....	65.90	....	....	35	2,839.50	16	2	7	1
Littlestown,	9.50	....	....	9.50	9.50	9.50	....	....	....	....	4	176.00	....	....	....	....
Lykens Valley,	19 70	.....	....	19.70	19.70	31.02	18 44	12.58	19.70	19.70	4	170.00	4	3	3	....
Martin's Creek and Stroudsburg,	40.00	....	....	[2]	....	....	....	....	....	....	....	....	....	....	....	....
McKean and Buffalo,	22 15	....	....	[2]	....	....	....	....	....	.....	....	....	....	....	....	....
Meadville and Linesville,	20.50	.....	....	20.50	20.50	23 00	0.50	22.50	....	....	15	1,942.00	3	1	1	....
Mifflin and Centre County,	12.31	....	0.12	12.43	12 43	17.31	1.24	16.07	4.80	4.80	19	3,468.00	5	2	2	....
Mill Creek and Mine Hill Navigation,	3.80	3.47	....	7.27	7.27	25.20	6.57	18.63	....	....	14	902.00	7	....	2	....
Mine Hill and Schuylkill Haven,	42.50	....	....	42.50	42.50	137.50	....	....	....	.....	81	2 236.00	....	....	....	....
Monongahela Incline Plane,	0.12	....	.....	0.12	0 12	0.48	....	....	....	....	....	....	2	2	....	....
Mont Alto,	17.875	....	....	17.875	17.875	19.875	5.55	14 325	20.50	20.50	12	923.00	6	2	2	....
Montour,	11.00	....	....	11 00	11.00	11.00	11.00	....	....	....	9	440.00	2	....	....	....
Montrose,	28.00	....	....	28.00	28.00	28.00	....	28.00	....	....	....	500.00	13	3	5	....
Mt. Carbon and Port Carbon,	2.50	....	....	2.50	2.50	18.68	5.82	12.86	....	....	11	791.00	3	5	2	....
Mt. Oliver Incline,	0.30	....	....	0.30	0 30	0.30	....	....	....	....	....	1,600.00	....	....	....	....
Mt. Pleasant and Broad Ford,	10.00	....	....	10.00	10.00	10.00	....	....	....	....	....	....	....	....	....	....
New Brighton and New Castle,	12.54	....	....	12.54	12.54	14 33	13 79	0.54	12.50	42.00	3	3 692.00	....	....	1	....
New Castle,	5.50	....	....	5.50	5.50	5.50	....	5 50	....	....	5	1.368.00	....	2	1	....
New Castle and Beaver Valley,	14.98	....	.....	14.98	14.98	23 53	15.63	7.90	15.00	60.00	10	1,011.00	9	1	2	....
New Castle and Butler,	2.00	....	....	2.00	2.00	2.00	1.00	1.00	....	....	3	290.00	....	....	....	....
Newry,	1.00	....	....	1.00	1.00	1.13	....	1.13	....	....	1	32.00	1	....	....	....
New York, Chicago and St. Louis,	512.52	....	10.50	523 02	43.98	49.58	562.64	51.14	44.50	623.00	582	91,299.00	11	....	3	....
New York, Lake Erie and Western,	460.029	96.548	472.449	1,029.026	....	....	1,516.901	....	....	....	....	70 153.00	....	....	....	....
New York, Lake Erie and Western Coal,	29.92	22.05		51.97	51.97	59.33	46.04	13.29	35.82	35.82	21	4,936.00	4	2	5	....
New York, Pennsylvania and Ohio,	388.00	36.43	145.43	569.90	142.87	142.87	.....	....	....	....	....	....	....	....	....	....
New York, Pittsburgh and Chicago,	35.00	.....	....	10.00	4.00	4.00	10.00	....	.....	.....	10	272.00	2	1	1	....

New York, Ridgway and Pittsburgh,	80.00	30.00		[2]												
New York, Susquehanna and Western,	101.30	32.75	15.65	149.70	15.10	15.10										
Nittany Valley and Southern,	25.00			[2]												
North and West Branch,	43.00	4.69		47.69	47 69	58.86	57.47	1 39	41.94	52.39	35	5 808.00	8	2	4	
North-East Pennsylvania,	9.80			9.80	9.80	10.70		10.70	9.80	9.80	5	910.00	11			
Northern Central,	136.82	42.67	197.97	377.46	220.03	363.11	465.66	181.20	217.42	489.52	204	15 535.00	100	4	29	1
North Pennsylvania,	55.60	32.60		88.20	88.20	168.62	78 11	90.51			31	6,334.00	111	8	12	2
Oil City and Ridgway,	6 00			6.00	6.00	6.00		6.00			6	90.00				
Olean, Bradford and Warren,	10.43			[2]												
Penn Gas Coal Company's Youghlogheny	9.79			9 79	9 79	14.79	9.79		9.79	9.79	3	175.00	1	1	2	1
Pennsylvania,	248.26	196.07	1,338.12	1,782.45	1,765.68	3,119.17	2,457.63	630.28	539.20	2 920.69	336	38 697.00	424	33	[3]267	7
Pennsylvania and Martin's Creek,	15.00															
Pennsylvania and New York,	104.30	25 30	24.00	153.60	153.35	342.99	262.09	81.15	124.30	235.90	34	5 697.00	35	7	17	
Pennsylvania Coal,	47.00	15.87		62.87	62.87	87.87					5	496 00	6	27		1
Pennsylvania Schuylkill Valley,	54.10	10.65		64 75	64.75	87.32	87 32		64 85	64.85	118	20,170.00	24		7	1
Pennsylvania, Slatington and New England,	71.00															
Peoples',	4.58			4.58	4.58	4.58					1	30.00				
Perkiomen,	38.50			38.50	38.50	47.97	18 80	29 17			30	5,823.00	16		5	1
Philadelphia and Baltimore Central,	62.51	9.36	6.62	78.49	69.25	94.58	60 15	45.20			82	8 909.90	47	2	8	
Philadelphia and Erie,	287.56		[1]44.43	331 99	331.99	529.26	442 81	86.45	351.05	919.18	161	17,550.00	62	10	52	
Philadelphia and Lehigh Valley,	40 00			[2]												
Philadelphia and Reading,	98.40	228.60	[5]1261.30	1,588 30	1,144 80	2,243.40	1,119.96	1,941.34	269.80	718.36	476	31,359.00	306	34	199	3
Philadelphia and Trenton,	26.42	1.23	6.94	34.59	34.49	130.18	119.56	10.81	26.42	289.04	20	1,637.00	30	2	6	
Philadelphia, Germantown and Chestnut Hill,	6 75			6.75	6.75	15.32	14.66	0.76	6.75	20.25	16	1,963.00	12		1	
Philadelphia, Germantown and Norristown,	17.00	12.25		29.25	29.25	29.25										
Philadelphia, Newtown and New York,	20.90			20.90	20.90	22.90	2 00	20.90			35	4,732.00	6	1	1	
Philadelphia, Wilmington and Baltimore,	94.99	58 85	[6]258.92	412.76	90.63	149.32	328.01	298.13	9.00	20.00	117	20,723.00	20	5	4	
Pickering Valley,	11.30			11.30	11.30	12 30	0.70	11.60			10	1,257.00	8	1	1	
Pine Creek,	74.80			74.80	74.80	90.00	90.00		74.80	74 80	42	3 726.00	11	2	8	
Pittsburgh and Castle Shannon,	6.00			6.00	6.00	10.00	7.00	3.00			4	1.530.00	14	1	2	2
Pittsburgh and Connellsville,	146.50	3.70	21.70	171.90	169.20	288.03	217.56	73 67			120	6,626.00	37	3	22	4
Pittsburgh and Lake Erie,	68 00	3.00		71.00	61.80	103.84	126 00		61.80	120.60	51	10.220.00	27	7	8	1
Pittsburgh and Western,	201.34	9.97		211.31	211.31	236.41	167.41	69 00			385	52 014.00	95	6	21	5
Pittsburgh, Chartiers and Youghlogheny	8.40	6.80		15.20	15 20	21.70	21.20	0.50			21	7,022 00	18	1	3	1
Pittsburgh, Cincinnati and St. Louis,	192.30	8.10	[7]395.44	595.84	57.86	95.77	483.86	316.90	56.50	433.00	91	15,095.00	36	3	6	4
Pittsburgh East End,	9.50	15.00		[2]												
Pittsburgh, Fort Wayne and Chicago,	467.97	1.57	37.02	506.56	73.14	147.97	558.44		468.00	[8]890.00	193	14 004 00	58	9	2	
Pittsburgh Junction,	4.47	1.04		5.51	5.51	7.53	7.53				21	9.767.00	1			1
Pittsburgh, McKeesport & Youghlogheny	56.95	5.01	2.00	63.96	63.96	92.84	92 84		57.00	57.00	37	20 852.00	38	1	6	1
Pittsburgh Southern,	36.20	17.36		53.56	53.56	56.11	29.15	26.96			69	10 135 00	6	2	3	
Plymouth,	9.25			9.25		9.25										
Pomeroy and Newark,	26.70			26 70	21.66	22.74	1.39	26.55	21.66	21.66	104	7.402.00	10		2	
Reading and Columbia,	40.00	15.77	21.84	77.61	77.61	94 37	10.00	84.37			90	5,177.00	30	6	15	

[1] Reported as "operated roads." [2] None reported in operation. [3] Also eight locomotive water-troughs. [4] No road in operation. About twelve miles of track laid in Pennsylvania and four and one half in New Jersey. The grading is well on towards completion, but the contractor has failed to finish the road. [5] Includes 106.60 miles of "operated road." [6] Includes 158.95 miles of "operated road." [7] Includes 50.80 miles of "operated road." [8] Western Union Telegraph Company owns six hundred and five miles of this.

TABLE D.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length in miles of leased roads.	Total number of miles operated.	Total number of miles operated in Penn'a.	Aggregate length of all tracks in Penn'a.	Miles of steel rail on lines owned and operated.	Miles of iron rail on lines owned and operated.	Length of telegraph lines in Penn'a in miles.	Number of miles of telegraph wire in Penn'a.	Number of bridges and trestles on lines owned.	Aggregate length of bridges and trestles in feet.	Number of stations in Pa.	Number of engine-houses and shops in Penn'a.	Number of wood and water stations in Penn'a.	Number of tunnels in Pa.
Reading and Lebanon,	30.00	...	.....	[1]	.....	.....	.....	.....	.	.....	...	.		..		..
Rew City and Eldred,	12.16	...	....	12.16	12.16	12.54	...	12.54	.	..	11	3,017.00	3	..	1	..
Ridgway and Clearfield,	19.59	.....	.....	19.59	19.59	24.01	23.60	.40	19.59	39.18	8	200.00	3		3	..
Ridgway and Oil City,	60 00	....	....	[2]	.	.	.....	...	.	.		.....		.		..
River Front,	3.62	.....		3.62	3.62	6.76	5.99	.77	.30	.60	3	270.00	1		1	..
Rochester and Pittsburgh,	212.53		26.03	238.56	72.65	97.69	252.89	49.25	80.52	80,52	259	37,100.00	14	2	7	.
Salisbury,	8 70	2.50	...	11.20	11 20	12.00	.....	12.00	...	..	7	814.00	1	1	2	..
Schuylkill Valley Navigation,	11.00	7.19	....	18.19	18.19	28.31	1.13	27.19	. .	....	30	1 028.33	11		1	..
Shamokin, Sunbury and Lewisburg,	31.10		.....	31.10	31.10	40.11	32.29	7.82	...		21	7,569.00			3	..
Shamokin Valley and Pottsville,	27.30	2.48	....	29.78	29.78	48.12	20.57	18 55	26 78	28.76	40	1.705.00	6	1	6	..
Sharon,	9.00	9.00	....	18.00	18 00	19.00	7.00	12.00	9.00	..	6	420.00	6		.	..
Sharpsville,	17.00	3.06	...	20.06	20.06	22 06	.	22.06	...	....	8	400.00	11	1	2	..
Sheffield and Spring Creek,	5.60			5.60	5.60	5.60	5.60	.	.			...				..
Shenango and Allegheny,	47.00	12.30	22.00	81.30	81.30	95.10	52.90	42.20	54.00	57.00	46	3,652.00	20	3	6	..
Sinnemahoning and Sheffield,	65.00	....	....	[3]	.	...	.....	....	...	....		.....			..	..
Slate Ridge and Delta,	1.00	...	....	1 00	1.00	1.10	1.10	..	...	....		...	2			..
Somerset and Cambria,	45.10	...	...	45.10	45.10	48.40	38.65	9.75	...	...	59	2,319.00	7	1	3	..
South Mountain,	17.78		..	17.78	17.78	19.78	8.00	11.78	11.00	19.00	6	330.00	5	2	3	..
Southern Pennsylvania,	21.00	2.00	...	23.00	23 00	23.40	...	23.40	.		5	1,882.00	15	1	2	..
South-West Pennsylvania,	44.50	34.44	....	78 94	78.94	105.81	76 01	29.80	59.56	77 52	98	6,247.00	15	3	1	..
State Line and Sullivan,	24.00		....	24.00	24.00	25.00	.25	24.75	29.00	29.00	14	855.00	7	1	3	..
Stony Creek,	10.30	0.85	....	11.15	11.15	13.08	1.78	11.30	[4]10.30	....	10	380.00	8	1	1	..
Strasburg,	4.50	..	...	4.50	4.50	4.50	...	..	...	.		...	2	1	.	..
Sunbury and Lewistown,	43.31	...	..	43.31	43 31	47.41	42.14	5 27	49.00	49.00	30	6 000.00	9	1	5	..
Sunbury, Hazleton and Wilkes-Barre,	43.44		....	43.44	43.44	51.20	44.00	7.20	43.23	112.34	29	3 613.00	5		6	
Susquehanna and Clearfield,	22.73	2.11		24.84	24.84	28.18	28.18	..	22.50	22.50	15	510.00	2	.	.	
Susquehanna and Delaware River,	107.00	20 00	1.17	[5]	.	.	.....	1.17	.....	..		.....	...	..		..
Tioga,	48.00	4.00	18.60	70.60	64.00	82 37	10.00	82.35	62.21	65.21	103	7.649.00	18	6	9	
Tlouesta Valley,	13 00	2.00	16.60	31.60	31.60	33 10	18.60	14.50	[6]11.00		24	3,925.00	2	1	2	.
Turtle Creek and Allegheny River,	10.00		...	[3]	.....	...	...	.....	...	.....	...	...				.
Tyrone and Clearfield,	45.69	42.11	....	87.80	87.80	113.82	95.25	18.57	50.00	56.00	50	2.895.50	21	2	10	
Warren and Farnesworth Valley,	10.05	5.21	...	15.26	15 26	16.54	.....	16.54	10.16	10,16	6	634 00	4	1	2	
Waynesburg and Washington,	28 30	.....	....	28.30	28.30	29.77	.....	29.77	.....	....	40	4,077.00	8	1	4	.

West Chester and Phœnixville,	14.00			[3]												
Western Maryland,	90.00		33.60	112.60	31.07	33.51	78.00	64.75			117	6,519.00	13	1	1	
Western Pennsylvania,	75.57	21.05		96.62	96.62	138.17	96 00	42.17	97.62	187.87	40	6,747.00	33	8	16	3
West Penn and Shenango Connecting,	19.60			19.60	19.60	22.22	22.00				14	1,879.00	4		1	
Wheeling, Pittsburgh and Baltimore,	32.20			32.20	17.00	18 73	32.20	3.25			33	5,405.00	5			
Williamsport and Clearfield,	70.00			[7]												
Williamsport and North Branch,	40.00			14.00	14.00	14.00	8.00	6.00			10	359.00	5	2	1	
Wilmington and Northern,	63.60	23.51	[8]2.42	88.99	66.82	79.72	45.95	62.32	66.20	66.20	73	10,125.00	25	4	9	
Wind Gap and Delaware,	17.90	5.00		[9]9.00	[9]9.00	9 00										
York and Peach Bottom,	40.00			40.00	40.00	43.00	15.00	28.00	40.00	40.00	52	4,360 00	35	3	7	
Youghiogheny Northern,	2.00			2.00	2.00	2.00	2.00				3				1	
Totals,	10,032.064	2,200.968	6,522.750	17,581.421	10,013.785	13,646.335	15,175.721	7,870.315	5,955.50	12,261.16	7,716	896,214.33	2,996	399	1,189	63

[1] No road in operation. No work done other than surveys. [2] No road in operation. About one third of the line surveyed. [3] No road in operation. [4] Owned by the Philadelphia, Reading and Pottsville Telegraph Company. [5] Only one and one sixth miles completed. [6] Telephone. [7] Some grading done, but no track laid. [8] Reported as "operated road." [9] The company's report does not make it clear whether this should be "nine" or "four."

NOTE.—Companies omitted from this table have not reported the characteristics of their roads. Some of them are leased, and their mileage is included in the reports of the lessees. Others are under construction; and others still had only made surveys or partial surveys up to the date of their reports, and had not ascertained or neglected to report the length of their contemplated lines.

TABLE E.—EQUIPMENT.

NAME OF COMPANY.	Number of locomotives.	Number of first-class passenger cars.	Number of second-class passenger cars.	Total number of passenger cars.	Number of baggage, mail and express cars.	Number of postal cars.	Number of freight cars, eight wheel.	Number of freight cars, four wheel.	Total number of freight cars.
Addison and Northern Pennsylvania,	5	2	4	6	2		40		40
Allegheny Valley,	71	32	11	43	8		2,320		2,320
Baltimore and Philadelphia,	4	4		4	2		29		29
Bangor and Portland,	4	2	1	3	2		15		15
Barclay,	6	2		2	1			172	172
Beech Creek, Clearfield and South-Western,	14	5	2	7	3		572	130	702
Bell's Gap,	5	2	2	4			5		5
Bradford, Bordell and Kinzua,	5	5		5	2		85		85
Bradford, Bordell and Smethport,	1	2		2					
Bradford, Eldred and Cuba,	6	5	3	8	3		120		120
Buffalo, New York and Philadelphia,	118	78	9	87	31		5,480		5,480
Catasauqua and Fogelsville,	6			3	1		2		2
Cleveland and Pittsburgh,	97			44	24		3,460	11	3,471
Corning, Cowanesque and Antrim,	50	13	6	19	7		1,239	810	2,049
Cornwall,	7	3	2	5			14	173	187
Cornwall and Lebanon,	6	3		3	1				1
Cumberland Valley,	25	27		27	15		443	8	451
Delaware and Hudson,	60	5	2	7	8		27	4,131	4,158
Delaware, Lackawanna and Western,	219	47	9	56	23		7,354	16,247	23,601
Dunkirk, Allegheny Valley and Pittsburgh,	12	6	2	8	2		88		88
East Broad Top,	7	2		2	2		212	40	252
Edgewood,	1								
Erie and Pittsburgh,	29			5	4				1,331
Erie and Wyoming Valley,	5								
Evergreen,	2	1	1	2			1		1
Fall Brook Coal,	*50	13	6	19	7		1,239	810	2,049
Fort Pitt Incline Plane,		2							
Gettysburg and Harrisburg,	2	2	9	11	1				

Greenlick Narrow Gauge,	1		1	1				23	23
Hanover Junction, Hanover and Gettysburg,	11	4	10	14	2		92	25	117
Harrisburg and Potomac,	3	3	2	5	1		23	1	24
Huntingdon and Broad Top Mountain,	18	4	1	5	2		277	28	305
Ironton,	2						1		1
Keystone Coal Company,	2							73	73
Lake Shore and Michigan Southern,	551	134	60	194	75	32	15,589	600	16,189
Lehigh Valley,	323			115	54		5,900	33,870	39,770
Ligonier Valley,	2	2		2	1		8		8
Little Saw-Mill Run,	4		1	1			223	73	296
Lykens Valley,	6	2		2			7	1	8
Meadville and Linesville,	1			5			5		5
Monongahela Incline Plane,		2		2					2
Mont Alto,	2	2	1	3					
Montour,	2		1	1					
Montrose,	2	1	1	2	1		22		22
Mount Oliver Incline,		2							
New Castle,	2							73	73
New Castle and Butler,	1							110	110
New York, Chicago and St. Louis,	109	24	12	36	14		7,190		7,190
New York, Lake Erie and Western,	584	270	87	357	111		29,205	232	29,437
Northern Central,	152	69		69	39	3	5,168	81	5,249
Penn Gas Coal Company's Youghiogheny,	2	2		2	2				
Pennsylvania,	1,175	713	169	882	185	28	25,149	1,469	26,616
Pennsylvania and New York,	85		2	2	2		104	92	196
Pennsylvania Coal,	3		11		4		60	3,200	3,260
Pennsylvania Company,	35			12	1	15			10,265
Peoples',	1			8					
Philadelphia and Baltimore Central,	23			39	7		184	4	188
Philadelphia and Reading,	940	783	49	832	122		21,841	32,471	†55,060
Philadelphia, Wilmington and Baltimore,	105	150		150	51		1,519	32	1,551
Pittsburgh and Castle Shannon,	5	4	3	7	1			420	420
Pittsburgh and Connellsville,	15	16	2	18	3		164	29	193
Pittsburgh and Lake Erie,	29	18	7	25	5		1,447		1,447
Pittsburgh and Western,	32	35		35	14		817		817
Pittsburgh, Chartiers and Youghiogheny,	4	2	2	4	2				347
Pittsburgh, Cincinnati and St. Louis,	121	50	9	59	28	4	4,716		4,716
Pittsburgh, Fort Wayne and Chicago,	288			152	59	5	7,760	57	7,817
Pittsburgh, McKeesport and Youghiogheny,	19	8		8	3		260	6	266
Reading and Columbia,	11	6		6	1				24

*The equipment of the Fall Brook Coal Company is used to operate the Pine Creek and Corning, Cowanesque and Antrim railroads.
† Includes one sixteen-wheel and seven six-wheel cars; and of the whole number 42,501 are coal cars.

TABLE E.—EQUIPMENT—Continued.

NAME OF COMPANY.	Number of locomotives.	Number of first-class passenger cars.	Number of second-class passenger cars.	Total number of passenger cars.	Number of baggage, mail and express cars.	Number of postal cars.	Number of freight cars, eight wheel.	Number of freight cars, four wheel.	Total number of freight cars.
Rew City and Eldred,		1		1	1				
Rochester and Pittsburgh,	60	30	1	31	14				3,427
Salisbury,	1		1	1					
Sharpsville,	3	1		1			12		12
Shenango and Allegheny,	9	5		5	3		243		243
Somerset and Cambria,	1		1	1	1				
South Mountain,	3	1		1	2		10	1	11
State Line and Sullivan,	3	2		2	2		10		10
Strasburg,	1	1		1				1	1
Tioga,	14	5	2	7	3		119	743	862
Tionesta Valley,	3			1	1		97		97
Warren and Farnesworth Valley,	3	2	1	3			36		36
Waynesburg and Washington,	3	2	1	3	1		23		23
Western Maryland,	28	40	4	44	11	1			544
Williamsport and North Branch,	2	2	1	3	1				
Wilmington and Northern,	17	8	2	10	7		119	7	126
York and Peach Bottom,	5	5	3	8	1		84		84
Total,	5,644	2,675	517	3,550	988	88	92,139	96,254	254,201

NOTE.—Companies left out of this table report no equipment, their roads being operated by other companies or unfinished.

TABLE F.—TRAINS AND PERSONS EMPLOYED.

NAME OF COMPANY.	Average number of cars in passenger trains.	Average number of cars in freight trains.	Average weight in tons of passenger trains.	Average weight in tons of freight trains.	Average number of persons employed, including officials.	Average number of persons employed in Pennsylvania, including officials.
Addison and Northern Pennsylvania,	3	6	65	180	120	108
Allegheny Valley,	3.2	28.1	125	562	1,436	1,436
Baltimore and Cumberland Valley Extension,	2	6				
Baltimore and Philadelphia,	2	6			51	7
Bangor and Portland,	2	15			63	63
Barclay,	3	25	85	782	70	70
Beech Creek, Clearfield and South Western,	2	40	92	883	202	200
Bell's Gap,	2	12	80	240	90	90
Berlin,	2		45		14	14
Berlin Branch,					8	8
Bradford, Bordell and Kinzua,	3	7	56	67	95	95
Bradford, Eldred and Cuba,	3	7	56	67	112	9
Buffalo, New York and Philadelphia,	4	35			2,727	1,368
Catasauqua and Foglesville,	[1]10	60	315	485	55	55
Cleveland and Pittsburgh,	4.33	17.73	138	218	1,687	141
Colebrook Valley,	3	16			130	130
Corning, Cowanesque and Antrim,	3	38	100	1,200	480	105
Cornwall,	2	80	83	604	61	61
Cornwall and Lebanon,	3	16			120	120
Cumberland Valley,	3.4	19.1	120	314	505	378
Delaware and Hudson,	2 to 5	11 to 25	103	500	763	696
Delaware, Lackawanna and Western,	5	20 to 30	150	450	3,000	3,000
Dunkirk, Allegheny Valley and Pittsburgh,	3	25	65	240	328	180
East Broad Top,	2	15	42	117	125	125

[1] Mixed passenger and freight.

TABLE F.—TRAINS AND PERSONS EMPLOYED—Continued.

NAME OF COMPANY.	Average number of cars in passenger trains.	Average number of cars in freight trains.	Average weight in tons of passenger trains.	Average weight in tons of freight trains.	Average number of persons employed, including officials.	Average number of persons employed in Pennsylvania, including officials.
Edgewood,		10 to 14		250		
Elmira and Williamsport,	3.683	17.468	113	427	464	323
Erie and Pittsburgh,	4	15	135	212	451	451
Erie and Wyoming Valley,					9	9
Evergreen,	1		14			
Fort Pitt Incline Plane,	2				6	6
Frankford and Holmesburg,	4	15	121	456		
Gettysburg and Harrisburg,					58	58
Greenlick Narrow Gauge,		12		70	7	7
Hanover Junction, Hanover and Gettysburg,	3	12	100	400	95	95
Harrisburg and Potomac,	2	30			44	44
Huntingdon and Broad Top Mountain,	2.50	28	100	670	215	215
Ironton,		30		180	14	14
Junction,	6	20	211	400	37	37
Lake Shore and Michigan Southern,	6	40	198	609	9,685	486
Lawrence,	3	24	115	302	151	109
Lehigh and Lackawanna,	2	15	60	150		
Lehigh Valley,	5	15 to 100	150	200 to 800	6,000	4,800
Ligonier Valley,	[15]				22	22
Little Saw-Mill Run,	1	[235]		180	45	45
Lykens Valley,		[120.634]		[1510]		
Meadville and Linesville,	2	8	66	150	26	26
Monongahela Incline Plane,					14	14
Mont Alto,	2.50	10.50			37	37
Montrose,	3		45		25	25
Mount Oliver Incline,					8	8

New Brighton and New Castle,	3	33	115	392	72	72
New Castle,	. . .	. . .	. . .	. . .	8	8
New Castle and Beaver Valley,	4	18	135	242	132	132
New Castle and Butler,	. . .	. . .	. . .	10	8	8
New York, Chicago and St. Louis,	3.23	26.74	149.70	335	1,817	116
New York, Lake Erie and Western,	. . .	. . .	. . .	. . .	13,585	. . .
New York, Lake Erie and Western Coal,	3	20	85	650	116	116
New York, Pittsburgh and Chicago,	2	6	72	250	13	13
Northern Central,	4.9	31.6	137	835	2,107	688
Penn Gas Coal Company's Youghiogheny,	2	. . .	. . .	. . .	14	14
Pennsylvania,	5.02	25.66	194	808	44,000	21,400
Pennsylvania and New York,	5	40	118	706	1,952	1,755
Pennsylvania Coal,	3	3	. . .	. . .	4,000	4,000
Peoples',	. . .	. . .	. . .	. . .	12	12
Perkiomen,	2	70	68	345	170	170
Philadelphia and Baltimore Central,	3.30	8.50	130	200	402	385
Philadelphia and Erie,	4.157	34.769	121	869	4,280	4,280
Philadelphia and Reading,	4	[3]17	141	[4]306	[5]18,989	14,364
Philadelphia and Trenton,	4	37	138	894	2,100	[6]
Philadelphia, Germantown and Chestnut Hill,	4	10	130	317	. . .	. . .
Philadelphia, Newtown and New York,	3	20	. . .	. . .	60	60
Philadelphia, Wilmington and Baltimore,	4.60	16.40	173	391	4,100	. . .
Pine Creek,	3	40	100	1,250	230	230
Pittsburgh and Castle Shannon,	3	40	30	90	[7]235	235
Pittsburgh and Connellsville,	4	40	114	950	2,814	2,809
Pittsburgh and Lake Erie,	3.70	26	146.80	600	872	767
Pittsburgh and Western,	3	15	. . .	. . .	892	892
Pittsburgh, Chartiers and Youghiogheny,	2	25	70	800	62	62
Pittsburgh, Cincinnati and St. Louis,	5.83	19.26	200	250	2,800	603
Pittsburgh, Fort Wayne and Chicago,	6	19	175	252	6,804	2,200
Pittsburgh, McKeesport and Youghiogheny,	2.10	24	128	500	407	407
Pittsburgh Southern,	3	10	. . .	. . .	366	336
Reading and Columbia,	3	26	100	600	305	305
Rochester and Pittsburgh,	3	35	. . .	. . .	1,068	[8]
Salisbury,	1	15	44	380	21	21
Shamokin Valley and Pottsville,	3	32	63	800	60	60
Shenango and Allegheny,	3	17	75	256	225	225
Somerset and Cambria,	3	20	100	301	108	108
South Mountain,	. . .	. . .	. . .	. . .	47	47

[1] Mixed passenger and freight. [2] Coal—four-wheel basis. [3] In coal trains, 41. [4] Of coal trains, 800. [5] Not including canals. [6] Report: "Cannot state." [7] Exclusive of coal department. [8] Report: "Cannot say."

TABLE F.—TRAINS AND PERSONS EMPLOYED—Continued.

NAME OF COMPANY.	Average number of cars in passenger trains.	Average number of cars in freight trains.	Average weight in tons of passenger trains.	Average weight in tons of freight trains.	Average number of persons employed, including officials.	Average number of persons employed in Pennsylvania, including officials.
State Line and Sullivan,	. . . .	[1]45	. . . .	[1]390	40	40
Stony Creek,	2.50	35	91	350	57	57
Tioga,	3	30	100	365	300	285
Tionesta Valley,	2	. . . .	50	. . . .	34	34
Warren and Farnesworth Valley,	2	4	52.40	74.30	20	20
Waynesburg and Washington,	3	5	38	65	60	60
Western Maryland,	5	15	190	390	575	. . . .
West Penn and Shenango Connecting,	2	5	75	125	40	40
Wheeling, Pittsburgh and Baltimore,	3	20	100	. . . .	265	209
Williamsport and North Branch,	. . . .	[1]7	. . . .	[1]150	30	30
Wilmington and Northern,	2.50	29.50	78	623	356	276
York and Peach Bottom,	3	8	50	110	65	65
Total,	. . . .	. . . .	. . . .	. . . .	136,840	55,153

[1] Mixed passenger and freight.

NOTE.—The roads of companies left out of this table are leased to and operated by other companies.

TABLE G.—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by coal trains.	Total number of miles run.	Speed of ordinary passenger trains.	Speed of express trains.	Speed of freight trains.
Addison and Northern Pennsylvania,	43,617	41,852	30,566	116,035	14	14	10
Allegheny Valley,	643,110	980,333	. . . . .	1,623,443	25	30	12
Baltimore and Philadelphia,	39,780	12,560	. . . . .	52,340	18	. . . . .	12
Bangor and Portland,	31,300	18,600	. . . . .	49,900	15	. . . . .	10
Barclay,	17,898	. . . . .	45,980	63,878	16½	. . . . .	12
Beech Creek, Clearfield and South Western,	7,720	21,840	24,360	53,920	25	25	15
Bell's Gap,	31,489	52,187	52,187	135,863	15	15	10
Berlin,	6,720	26,880	. . . . .	33,600	. . . . .	. . . . .	. . . . .
Berlin Branch,	. . . . .	[1]4,382	. . . . .	4,382	16	. . . . .	. . . . .
Bradford, Bordell and Kinzua,	64,266	26,844	. . . . .	91,110	14	. . . . .	10
Bradford, Eldred and Cuba,	86,818	34,650	. . . . .	121,468	15	. . . . .	10
Buffalo, New York and Philadelphia,	1,162,487	1,374,209	. . . . .	2,536,696	20	25	10
Catasauqua and Foglesville,	23,788	23,788	[1]27,456	75,032	15	. . . . .	12
Chartiers,	58,401	30,467	17,329	106,197	20	24	10
Cleveland and Pittsburgh,	592,385	1,625,658	. . . . .	2,218,043	25	30	15
Colebrook Valley,	32,657	29,548	. . . . .	62,205	26	. . . . .	14
Corning, Cowanesque and Antrim,	132,794	284,458	. . . . .	417,252	15	24	12
Cornwall,	25,250	27,405	. . . . .	52,655	23	. . . . .	12
Cornwall and Lebanon,	12,000	9,732	. . . . .	21,732	26	. . . . .	14
Cumberland Valley,	298,405	242,118	. . . . .	540,523	24	30	12
Delaware and Hudson,	83,253	116,922	1,188,478	1,388,653	18	25	12
Delaware, Lackawanna and Western,	947,303	1,505,274	4,868,491	7,321,068	25 to 35	25 to 35	10 to 18

[1] Ore and coal.

TABLE G.—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS—Continues.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by coal trains.	Total number of miles run.	Speed of ordinary passenger trains.	Speed of express trains.	Speed of freight trains.
Dunkirk, Allegheny Valley and Pittsburgh,	123,083	192,381	. .	315,464	20	20	10
East Broad Top,	21,080	. .	[1]40,980	62,060	14	. . . .	12
Elmira and Williamsport,	151,189	[1]541,401	.	692,590	26	30	15
Erie and Pittsburgh,	168,730	261,837	[2]163,149	593,716	26	26	12
Fort Pitt Incline Plane,	7,800	. .	. . . . .	7,800	6	. . . . .	. . . .
Frankford and Holmesburg,	13,728	2,512	. . . . .	16,240	20	. . . . .	10
Gettysburg and Harrisburg,	34,749	8,932	. . . . .	43,681	25	. . . . .	12
Hanover Junction, Hanover and Gettysburg,	93,312	71,939	. . . . .	165,251	22	25	10
Harrisburg and Potomac,	36,017	21,10[1]½	.	57,119½	25	. . .	15
Huntingdon and Broad Top Mountain,	57,780	27,900	161,445	247,125	22½	22½	12
Ironton,	. . . . .	10,230	. . . . .	10,230	. . . . .	. . . . .	6
Junction,	60,000	[1]65,700	. . . . .	125,700	25	25	10
Lake Shore and Michigan Southern,	3,459,742	[1]5,828,746	.	9,288,483	25	32	15
Lawrence,	40,570	53,823	[3]77,177	171,570	25	25	12
Lehigh and Lackawanna,	39,956	21,214		61,170	20½	. . . . .	8 2/10
Lehigh Valley,	1,457,405	1,669,082	2,760,059	5,886,546	20 to 25	35 to 40	10 to 12
Ligonier Valley,	[4]21,460	. . . . .	.	21,460	[4]15	. . . . .	. . . . .
Little Saw-Mill Run,	3,720	. . . . .	11,990	15,710	10 to 20	. . . . .	6 to 10
Lykens Valley,	2,814	. . .	69,894	72,708	20	. . . . .	12
Meadville and Linesville,	26,816	9,526	. . . .	36,342	25	25	12
Mont Alto,	26,734	7,656	. . . . .	34,390	22.60	22.60	12
Montrose,	[4]35,000	. . . . .	. . . . .	35,000	[4]14	. . . . .	. . . . .
Mount Oliver Incline Plane,	40,000	. .	. . . . .	40,000	6½	. . . . .	. . . . .
New Brighton and New Castle,	3,130	7,043	. . .	10,173	. . . . .	. . . . .	15
New Castle,	. . . . .	. . . . .	6,402	6,402	. . . . .	. . . . .	6

New Castle and Beaver Valley,	40,998	67,157	91,297	199,452	27	27	12
New York, Chicago and St. Louis,	481,207	[12]2,498,893	. . . . .	2,980,100	28	. . . . .	15
New York, Lake Erie and Western,	3,791,414	7,513,873	. . . . .	11,305,287	20 to 22	26 to 35	12
New York, Lake Erie and Western Coal,	9,792	18,720	51,964	80,476	20	. . . . .	12
New York, Pittsburgh and Chicago,	27,231	. . . . .	3,120	30,361	25	. . . . .	10
North-East Pennsylvania,	33,499	[4]6,140	. . . . .	39,639	$19\frac{8}{10}$	. . . . .	$9\frac{9}{10}$
Northern Central,	635,336	[11]1,112,587	. . .	1,747,923	$24\frac{1}{2}$	31	11
Penn Gas Coal Company's Youghiogheny,	12,000	. . .	14,000	26,000	20	. . . . .	15
Pennsylvania,	[5]25,766,556	[6]327,803,035	. . .	353,569,591	25	36	15
Pennsylvania Coal,	41,316	20,653	25,000	86,969	15	. . . . .	10
Pennsylvania and New York,	357,883	244,673	406,717	1,009,273	24	30	12
Perkiomen,	118,726	[11]33,504	. . . .	252,230	22	. . . . .	15
Philadelphia and Baltimore Central,	425,473	149,090	. . .	574,563	. . . . .	. . . . .	. . . . .
Philadelphia and Erie,	554,728	. . . . .	[11]1,798,403	2,353,131	23	28	12
Philadelphia and Reading,	5,908,810	4,227,804	4,728,243	14,864,857	22	45	[7]20
Philadelphia and Trenton,	652,413	1,358,165	473,040	2,483,618	35	46	18
Philadelphia, Germantown and Chestnut Hill,	44,457	7,536	. . . . .	51,993	21	. . . . .	10
Philadelphia, Newtown and New York,	103,820	12,874	. . . . .	116,694	20	. . . . .	10
Philadelphia, Wilmington and Baltimore,	1,356,234	[11]1,327,930	. . . . .	2,684,164	30	40 to 44	[8]
Pine Creek,	116,489	[13]17,231	. . . . .	433,720	15	23	12
Pittsburgh and Castle Shannon,	30,000	. . .	27,000	57,000	12	. . . .	12
Pittsburgh and Connellsville,	647,735	1,052,629	[9]441,150	2,141,514	. . . . .	. . . . .	. . . . .
Pittsburgh and Lake Erie,	266,454	[13]76,230	. . . . .	642,684	22	28	10
Pittsburgh and Western,	. . . . .	. . . . .	. . .	. . . . .	20	25	12
Pittsburgh, Chartiers and Youghiogheny,	25,235	[11]15,300	. . . . .	40,535	20	. . . . .	10
Pittsburgh, Cincinnati and St. Louis,	1,013,369	2,627,831	57,106	3,728,306	20	28	13
Pittsburgh, Fort Wayne and Chicago,	2,062,619	4,705,828	[0][12]2,182,478	8,950,925	20	30	15
Pittsburgh, McKeesport and Youghiogheny,	126,620	. . .	[11]63,703	290,323	22	28	10
Pittsburgh Southern,	81,572	219,233	[4]64,454	365,259	. . . . .	. . . . .	. . . . .
Reading and Columbia,	174,304	[12]13,054	. . . . .	387,358	20	. . . . .	13
Rochester and Pittsburgh,	392,360	[11]72,994	. . . . .	965,354	22	22	10
Salisbury,	6,174	24,697	. . . .	30,871	. . . . .	. . . . .	. . . . .
Shamokin Valley and Pottsville,	37,658	. . . . .	78,100	115,758	25	. . . . .	15
Shenango and Allegheny,	84,510	5,000	159,921	249,431	24	24	12
Slate Ridge and Delta,	1,580	622	. . . . .	2,202	15	. . . . .	10
Somerset and Cambria,	66,354	85,671	5,024	157,049	. . . . .	. . . . .	. . . . .
South Mountain,	20,068	8,494	[4]14,778	43,340	25	. . . . .	12
State Line and Sullivan,	. . .	[4]15,000	. . . . .	15,000	. . . . .	. . . . .	[4]12
Stony Creek,	41,900	[11]6,119	. . . . .	58,019	25	. . . . .	13

[1] Freight and coal. [2] Freight shifting and construction. [3] Freight shifting. [4] Mixed trains. [5] Car mileage. [6] Freight, coal, and empty cars. [7] Coal, 12. [8] Through, 18; way, 8. [9] Shifting and ballast. [10] Freight, passenger, and construction switching.

TABLE G.–MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS–Continued.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by coal trains.	Total number of miles run.	Speed of ordinary passenger trains.	Speed of express trains.	Speed of freight trains.
Strasburg,	[1]3,744	. . . . .	. . . . .	3,744	. . . . .	. . . . .	. . . . .
Tioga,	73,195	81,990	121,769	276,954	$21\frac{3}{10}$	$21\frac{3}{10}$	12
Tionesta Valley,	24,000	10,950	. . . . .	34,950	20	. . . . .	12
Warren and Farnesworth Valley,	20,100	5,802	. . . . .	25,902	10	. . . . .	9
Waynesburg and Washington,	33,698	17,400	. . . . .	51,098	14	. . . . .	10
Western Maryland,	487,071	315,064	82,062	884,197	20	30	12
West Penn and Shenango Connecting,	37,560	12,520	. . . . .	50,080	24	24	12
Wheeling, Pittsburgh and Baltimore,	67,413	182,088	[2]42,896	292,397	. . . . .	. . . . .	. . . . .
Wilmington and Northern,	199,756	[2]257,029	. . . . .	456,785	24	30	15
York and Peach Bottom,	36,089	[2]31,122	. . . . .	67,211	15	. . . . .	10
Total,	56,835,776	372,963,263½	20,578,168	450,377,207½	. . . . .	. . . . .	. . . . .

[1] Freight and coal. [2] Mixed.

NOTE.—Leased roads whose train mileage is included in the reports of the lessees are left out of this table.

TABLE H.—NUMBER OF PASSENGERS CARRIED AND RATE OF FARE CHARGED IN CENTS PER MILE.

NAME OF COMPANY.	Number of through passengers.	Number of local passengers.	Total number of passengers.	Number of miles traveled.	Number of passengers carried one mile in Penn'a.	Rate of fare for first-class through passengers.	Rate of fare for second-class through passengers.	Rate of fare for first-class local passengers.	Rate of fare for second-class local passengers.
Addison and Northern Pennsylvania,					469,114	3	3		
Allegheny Valley,	23,600	995,590	1,019,190	17,344,714	17,344,714	2.248		2.958	
Baltimore and Cumberland Valley Extension,		134,603	134,603	1,158,243	1,158,243	2.08		2.08	
Barclay,	7,371	10,659	18,030	173,763	173,763	2.70		3.37	
Baltimore and Philadelphia,		59,686	59,686	663,252	25,609			2.44	
Bell's Gap,	1,833	43,906	45,739	416,872	416,872	4		4	
Berlin,					54,534				
Berlin Branch,	4,877		4,877			3 to 4			
Bradford, Bordell and Kinzua,					1,006,600	4			
Bradford, Eldred and Cuba,					189,638		5		5
Buffalo, New York and Philadelphia,	11,571	1,161,868	1,173,439	26,181,709		1.9		2.7	
Catasauqua and Fogelsville,	432	13,650	14,082	89,470		3		3.50	
Chartiers,		237,843	237,843	2,495,730	2,495,730			3	
Cleveland and Pittsburgh,	102,942	1,022,437	1,125,379	22,634,083	4,950,600	2.11		2.54	
Colebrook Valley,	9,494	58,680	68,174	748,896	748,896	3			
Corning, Cowanesque and Antrim,	297		175,621	2,187,167	1,660,706	3		3	
Cornwall,	62,637	3,725	66,362	512,271	530,895	$1\frac{1}{2}$ to $2\frac{1}{2}$		$1\frac{1}{2}$ to $2\frac{1}{2}$	
Cornwall and Lebanon,	9,494	51,429	60,923	654,307	654,307	3			
Cumberland Valley,	23,569	665,649	689,218	13,052,802	11,856,883	3		3	
Delaware and Hudson,	1,566	301,061	302,627	3,074,132	2,918,036	3		3 and 4	
Delaware, Lackawanna and Western,	232,480	904,186	1,136,666	29,593,276	29,593,276	2	2	3	3
Dillsburg and Mechanicsburg,					549,648				
Dunkirk, Allegheny Valley and Pittsburgh,	11,803	121,807	133,610	2,790,604	1,200,604	1.95		2.70	
East Broad Top,			38,673	392,332	392,332	$3\frac{1}{2}$		$3\frac{1}{2}$	
Elmira and Williamsport,			221,635	6,065,603	5,437,319	2.520			

TABLE H.—NUMBER OF PASSENGERS CARRIED AND RATE OF FARE CHARGED IN CENTS PER MILE—Continued.

NAME OF COMPANY.	Number of through passengers.	Number of local passengers.	Total number of passengers.	Number of miles traveled.	Number of passengers carried one mile in Penn'a.	Rate of fare for first-class through passengers.	Rate of fare for second-class through passengers.	Rate of fare for first-class local passengers.	Rate of fare for second-class local passengers.
Erie and Pittsburgh,	6,093	196,490	202,583	3,753,211	202,583	2½	2	3	. . .
Fort Pitt Incline Plane,	435,219	. . .	435,219	. . .	435,219	3	. . . .	. . . .	. . . .
Frankford and Holmesburg,	34,770	74,225	108,995	226,489	226,489	2.144	. . . .	2.433	. . .
Gettysburg and Harrisburg,	. . . .	. . . .	[1]118,802	1,883,899	1,883,899	1.59	. . .	1.59	. . .
Hanover Junction, Hanover and Gettysburg,	26,257	30,919	57,176	865,607	865,607	2.1	. . . .	3.2	. . .
Harrisburg and Potomac.	. . . .	22,603	22,603	. . .	. . .	3	. . . .	3	. . . .
Huntingdon and Broad Top Mountain,	11,153	81,263	92,416	1,523,168	1,523,168	3	. . .	3	. . . .
Junction,	. . . .	. . . .	. . . .	. . . .	3,099,820	. . . .	. . . .	. . . .	. . .
Lake Shore and Michigan Southern,	91,809	3,553,541	3,645,350	193,330,422	24,183,986	2½	1¾	2½ and 3	2
Lawrence,	. . . .	58,474	58,474	673,055	336,527	2½	2	3	. . .
Lehigh and Lackawanna,	. . . .	. . . .	66,970	846,227	846,227	2.48	. . . .	. . . .	. . . .
Lehigh Valley,	38,669	2,220,397	2,259,066	. . . .	[2]35,294,518	2	2	3	. . . .
Ligonier Valley,	16,476	22,432	38,908	268,582	268,582	5	. . . .	5	. . . .
Little Saw-Mill Run,	16,423	. . . .	16,423	49,269	. . . .	3	. . .	. . .	. . .
Lykens Valley,	. . . .	. . . .	32,777	337,725	337,725	2.931	. . . .	2.931	. . .
Mcadville and Linesville,	8,336	18,439	26,775	445,140	445,140	. . .	. . . .	. . .	. . .
Monongahela Incline Plane,	. . . .	. . . .	831,383	. . . .	. . .	[3]	. . . .	. . .	. . .
Mont Alto,	19,986	46,506	66,492	66,836	1,063,872	1¼	. . . .	. . .	. . .
Montrose,	. . . .	. . . .	14,450	218,231	218,231	3.62	. . . .	3.62	. . . .
Mt. Oliver Incline,	748,854	. . . .	748,854	. . . .	. . . .	[4]	. . . .	. . .	. . . .
Mt. Pleasant and Broad Ford,	. . . .	. . . .	. . . .	. . . .	468,654	. . . .	. . . .	. . .	. . . .
New Brighton and New Castle,	. . . .	25,672	25,672	205,024	25,672	2½	2	3	. . . .
New Castle and Beaver Valley,	. . .	138,648	138,648	1,377,324	138,648	2½	2	3	. . .
New York, Chicago and St. Louis,	12,927	462,347	475,274	14,610,449	1,238,966	0.830	2.070	1.792	2.020
New York, Lake Erie and Western,	. . . .	. . . .	5,385,669	169,599,245	. . . .	1.85	1.70	2.40	2.22

New York, Lake Erie and Western Coal,	165	19,007	19,172	117,961	117,961	2.66		2.47	
North-East Pennsylvania,		106,968	106,968	679,612	679,612	2.6		2.6	
Northern Central,			2,383,741	25,380,684	18,807,269	2.447		2.447	
Penn Gas Coal Company's Youghiogheny,					160,000	$3\frac{1}{2}$		$3\frac{1}{2}$	
Pennsylvania,	203,938	11,225,838	11,429,776	243,298,222	242,112,007	2.277		2.482	
Pennsylvania and New York,					9,735,517				
Pennsylvania Coal,	7,226	17,243	24,469						
Perkiomen,	3,054	155,672	159,726	1,627,424	1,627,424	2.7123		2.763	
Philadelphia and Erie,	2,024	1,068,281	1,070,305	20,785,557	20,785,557	2.503		2.756	
Philadelphia and Reading,			24,011,768	309,371 250	177,461,713	[5]1.85			
Philadelphia and Trenton,	1,387,804	2,595,752	3,983,556	67,617,401	67,617,401	2.3		1.698	
Philadelphia, Germantown and Chestnut Hill,	83,254	471,585	554,839	1,927,746	1,927,746	1.617		2.235	
Philadelphia, Newtown and New York,		310,136	310,136	2,688,297	2,688,297			3	
Philadelphia, Wilmington and Baltimore,	519,021	4,751,479	5,270,500	121,025,885	51,088,025	2.594		2.226	
Pine Creek,			94,517	1,735,465	1,735,465	2.45		2.45	
Pittsburgh and Castle Shannon,	112,835	151,837	264,672		885,610	$3\frac{1}{3}$		$3\frac{1}{3}$	
Pittsburgh and Connellsville,					18,723,389				
Pittsburgh and Lake Erie,			518,843	8,943,293	7,921,742	3	2.25	3	
Pittsburgh, Chartiers and Youghiogheny,	36,250		36,250	260,812	260,812			1.50	
Pittsburgh, Cincinnati and St. Louis,	94,605	1,214,503	1,309,108	40,048,375	7,012,470	2.23	1	2.79	
Pittsburgh, Fort Wayne and Chicago,	146,524	3,131,664	3,278,188	110,032,611	11,520,488	$2\frac{1}{2}$	2	3	
Pittsburgh, McKeesport and Youghiogheny,			191,018	1,555,133	1,555,133	3	2.25	3	
Pittsburgh Southern,					984,195				
Reading and Columbia,			346,600	4,973,629	4,973,629	2.26			
Salisbury,					30,065				
Shamokin Valley and Pottsville,			139,755	1,110,681	1,110.681	2.306		2.306	
Shenango and Allegheny,			92,401	1,092,007	1,092,007	3.16			
Slate Ridge and Delta,		5,502	5,502	5,502	5,502			3	
Somerset and Cambria,					1,342,295				
South Mountain,			104,226	1,014,880	1,014,880	1.70		1.70	
South-West Pennsylvania,					437,972	3		3	
Stony Creek,	35,594	70,393	105,987	699,246	699,246	2.164		3.113	
Tioga,			146,731	73,195	1,667,680	2 & 3	2 & 3	3	3
Tionesta Valley,	2,200	9,511	11,711	152,243	152,243	3.20		5	
Warren and Farnesworth Valley,	10,397	1,609	12,006	124,530	124,530	5		5	
Waynesburg and Washington,	9,852	23,496	33,348	573,649	573,649	3.50			
Western Maryland,		671,950	671,950	15,353,935		[6]1.6			
West Penn and Shenango Connecting,			33,880	467,089	467,089	$3\frac{1}{4}$			

[1] From April 21 to December 31, 1884. [2] Not wholly in Pennsylvania, but the company's report does not show how many outside of the State. [3] Single trip, 5 cents; round-trip tickets, fifty rides, $1 50; monthly tickets for adults, sixty trips, $1 25; monthly tickets for children between five and sixteen years, fifty-four trips, 80 cents. [4] Single trip, 5 cents; fifty-trip ticket, $1 50; fifty-four-trip school-ticket, $1; yearly ticket, $25. [5] Proximate average for all passengers. [6] Average for all passengers.

TABLE H.—NUMBER OF PASSENGERS CARRIED AND RATE OF FARE CHARGED IN CENTS PER MILE—Continued.

NAME OF COMPANY.	Number of through passengers.	Number of local passengers.	Total number of passengers.	Number of miles traveled.	Number of passengers carried one mile in Penn'a.	Rate of fare for first-class through passengers.	Rate of fare for second-class through passengers.	Rate of fare for first-class local passengers.	Rate of fare for second-class local passengers.
Wheeling, Pittsburgh and Baltimore,					1,158,346				
Williamsport and North Branch,					205,728				
Wilmington and Northern,			267,650	3,149,036	2,444,624	2¾		3	
York and Peach Bottom,			58,119			3		3	
Total,	4,625,681	38,742,161	78,642,774	1,506,394,479	819,839,832				

NOTE.—The roads of companies left out of this table are leased, and the passengers carried over them included in the reports of the lessees. The difference (35,274,932) between the combined totals of the columns of "through" and "local" passengers and the total of the column which presents the whole number of passengers carried is owing to the fact that some companies have reported only the total number carried by them. This omission destroys the value of this table so far as relates to the distinction between local and through passengers.

TABLE I.—KIND AND QUANTITY OF FREIGHT CARRIED IN TONS OF 2,000 POUNDS.

Name of Company.	Anthracite coal.	Bituminous coal and coke.	Petroleum and other oils.	Pig iron.	Railroad iron.	Other iron or castings.	Iron and other ores.
Addison and Northern Pennsylvania,		29,817	16		190	10	
Allegheny Valley,	2,983	1,833,518	561,017	84,932	12,639		136,323
Bachman Valley,	[1]2,526						6,668
Baltimore and Cumberland Valley Extension,	[1]12,441						
Baltimore and Philadelphia,	3,943	23,021	67	2,411	256	10,294	3,827
Bangor and Portland,	21,700			120		50	500
Barclay,		314,482					
Beech Creek, Clearfield and South Western,	184	237,553	12		91	44	
Bell's Gap,		176,541.50					
Berlin,		10,935	66	9	70	187	
Bradford, Bordell and Kinzua,			59			3,210	
Bradford, Eldred and Cuba,			231		19		
Buffalo, New York and Philadelphia,	202,955	1,061,625	239,437			75,521	31,388
Catasauqua and Fogelsville,	25,950.75	11,448		15,640	108	698	127,570.50
Chartiers,		[2]495,589		156	266	5,435	
Cleveland and Pittsburgh,		1,163,062	135,153	76,261	17,335	54,999	285,816
Colebrook Valley,	7,980	82,020		39,744			50,231
Corning, Cowanesque and Antrim,	481,893	774,943	4,827	397	34,002	14,224	2,986
Cornwall,	[1]182,552			104,139			390,410
Cornwall and Lebanon,	16,527	75,551		36,995			116,129
Cumberland Valley,	112,039	67,153	4,196	42,190	17,511	10,589	39,745
Delaware and Hudson,	3,405,993		523	21,456	9,852	34,526	128,678
Delaware, Lackawanna and Western,	5,750,251	32,233	9,153	78,068	85,138	57,359	76,478
Dunkirk, Allegheny Valley & Pittsburgh,	10,098	5,358	122,900	17		2,614	
East Broad Top,	481	110,989	136	15,314			14,430

[1] Includes bituminous. [2] Includes anthracite.

TABLE I.—KIND AND QUANTITY OF FREIGHT CARRIED IN TONS OF 2,000 POUNDS—Continued.

NAME OF COMPANY.	Anthracite coal.	Bituminous coal and coke.	Petroleum and other oils.	Pig iron.	Railroad iron.	Other iron or castings.	Iron and other ores.
Edgewood,		69,300					
Elmira and Williamsport,		[1]1,010,150	4,041	5,092	565	28,862	10,295
Erie and Pittsburgh,		283,471	2,231	100,695	1,232	18,111	160,282
Greenlick Narrow Gauge,							11,288
Hanover Junction, Hanover and Gettysburg,	[2]9,249						11,914
Harrisburg and Potomac.	7,992	2,247		7,625	58	49	14,395
Huntingdon and Broad Top Mountain,	1,764	586,820	863	41,613	2,122	918	45,999
Ironton,	6,969						35,210
Keystone Coal Company,		9,057.25					
Lake Shore and Michigan Southern,	369,370	1,038,002	377,537	97,305	39,115	324,092	242,426
Lawrence,		434,694	512	92,025	2,015	21,045	394,857
Lehigh and Lackawanna,	14,858		10			50	11,500
Lehigh Valley,	6,730,078.88	59,967.90	246,299.61	204,630.60	119,835.45		477,904.07
Ligonier Valley,		480			51	12	
Little Saw-Mill Run,		227,761					
Lykens Valley,	[2]602,444		553	299	446	1,282	
Mont Alto,	[2]10,041			[3]6,062			5,252
Montrose,	5,166						
Montour,		127,163					
Mount Pleasant and Broad Ford,		455,179	323	8,747	111	2,317	17,787
New Brighton and New Castle,		105,567	200	4,015		1,558	108,480
New Castle,		10,632					
New Castle and Beaver Valley,		705,863	2,400	133,929	2,266	22,238	421,394
New York, Chicago and St. Louis,	[2]355,921		32,574	17,363	20,825	30,574	256
New York, Lake Erie and Western Coal,		265,572	39	24	279	422	5
North-East Pennsylvania,	6,029		32			125	
Northern Central,		[1]2,739,996	235,686	101,405	24,401	128,748	237,147
Penn Gas Coal Company's Youghiogheny,		126,864					

Pennsylvania,	3,605,428	9,694,913	546,850	623,327	291,885	618,652	1,012,793
Pennsylvania and New York,	1,513,577.13	302,099.80	. . . . .	13,056.95	38,091.76	. . . . .	17,713.20
Pennsylvania Coal,	[4]1,431,128	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Perkiomen,	183,464	205	159	50,012	53	10,514	5,839
Philadelphia and Erie,	851,869	1,385,150	525,905	52,768	5,745	106,795	22,590
Phi adelphia and Reading,	12,830,030	475,567	630,642	526,668	129,417	510,458	970,041
Philadelphia, Newtown and New York,	11,507	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Philadelphia, Wilmington and Baltimore,	248,757	157,554	28,106	40,912	17,122	144,026	1,093
Pine Creek,	484,066	207,524	4,799	380	40,023	17,113	3,139
Pittsburgh and Castle Shannon,	. . . . .	111,281	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Pittsburgh and Connellsville,	. . . . .	2,085,073	5,898	63,594	29,392	129,243	207,495
Pittsburgh and Lake Erie,	. . . . .	1,083,239	1,235	60,030	32,784	157,289	275,941
Pittsburgh and Western,	. . . . .	113,628	744	35,610	1,359	24,425	97,895
Pittsburgh, Chartiers and Youghiogheny,	. . . . .	191,103	. . . . .	. . . . .	69	3,830	. . . . .
Pittsburgh, Cincinnati and St. Louis,	. . . . .	[1]1,826,378	9,045	8,860	68,690	80,988	61,448
Pittsburgh, Fort Wayne and Chicago,	76,019	1,419,681	66,590	194,494	79,674	128,826	348,333
Pittsburgh, McKeesport and Youghiogheny,	. . . . .	922,818	208	28,189	18,540	28,893	130,941
Pittsburgh Southern,	. . . . .	289,690	954	1,808	13,830	11,953	45,058
Reading and Columbia,	213,587	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Rochester and Pittsburgh,	37,865	489,314	11,682	234	7,466	12,270	. . . . .
Salisbury,	. . . . .	208,707	39	. . . . .	43	28	. . . . .
Shamokin Valley and Pottsville,	1,270,552	. . . . .	3,271	8,213	1,011	14,902	218
Sharpsville,	. . . . .	74,813	. . . . .	7,272	. . . . .	191	1,345
Shenango and Allegheny,	. . . . .	358,839	77	42	. . . . .	424	152
Slate Ridge and Delta,	343	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Somerset and Cambria,	. . . . .	105,210	571	3,111	9,102	8,932	26,283
State Line and Sullivan,	[5]30,290	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Stony Creek,	153,606	406	104	33,750	. . . . .	640	1,100
Tioga,	2,490	743,167	813	28	901	519	. . . . .
Warren and Farnesworth Valley,	. . . . .	80	25	. . . . .	. . . . .	. . . . .	. . . . .
Waynesburg and Washington,	. . . . .	2,700	. . . . .	. . . . .	. . . . .	35	. . . . .
Western Maryland,	20,055	52,131	. . . . .	. . . . .	. . . . .	. . . . .	2,792
West Penn and Shenango Connecting,	. . . . .	9,236	. . . . .	. . . . .	. . . . .	. . . . .	23
Wheeling, Pittsburgh and Baltimore,	. . . . .	276,381	806	1,803	13,686	11,861	45,061
Williamsport and North Branch,	2,260	815	. . . . .	. . . . .	865	62	. . . . .
Wilmington and Northern,	[2]233,745	. . . . .	. . . . .	48,365	. . . . .	62,742	58,036
York and Peach Bottom,	[3]3,626.40	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Total,	41,319,229.16	37,352,327.45	3,819,646.61	2,863,535.55	1,190,547.21	2,935,824	6,952,917.77

[1] Includes anthracite. [2] Includes bituminous. [3] Includes railroad iron and castings. [4] Belonging to the company. [5] The company report all other kinds of freight "not separated on our books."

TABLE 1.—KIND AND QUANTITY OF FREIGHT CARRIED, IN TONS OF 2,000 POUNDS—Continued.

NAME OF COMPANY.	Stone and lime.	Agricultural products.	Merchandise and manufactures.	Live stock.	Lumber.	Other articles.
Addison and Northern Pennsylvania,		110	3,036		26,000	303
Allegheny Valley,		44,180	293,960	2,139	312,893	305,423
Bachman Valley,	4,166	12,830	22,888	3,423	3,718	
Baltimore and Cumberland Valley Extension,	120		16,511	1,429	2,655	15,734
Bangor and Portland,	450		250	425	1,500	37,821
Baltimore and Philadelphia,	3,590	2,865	4,547	22	4,396	28,224
Barclay,			6,113		12,510	5,563
Beech Creek, Clearfield and South-Western,	102	287	634	43	1,501	238
Bell's Gap,	378		3,771		[1]30,881	3,520.75
Berlin,	701	388	2,975	19	956	
Bradford, Bordell and Kinzua,	111	1,643	1,479		7,855	1,833
Bradford, Eldred and Cuba,		1,116	10,954	45	8,396	14,688
Buffalo, New York and Philadelphia,	40,824	85,868	135,582	2,750	373,377	127,207
Catasauqua and Fogelsville,	44,876	1,207	4,786		2,111	567
Chartiers,	4,022	6,012	14,745	7,144	7,278	3,123
Cleveland and Pittsburgh,	116,558	79,055	291,790	19,651	108,087	65,689
Colebrook Valley,	4,275	1,147	5,757		4,802	
Corning, Cowanesque and Antrim,	4,934	194,040	181,192	2,566	81,134	20,358
Cornwall,	33,643					27,619
Cornwall and Lebanon,	15,698	1,070	5,209		4,863	
Cumberland Valley,	19,268	75,682	12,227	24,228	80,363	139,977
Delaware and Hudson,	1,219	38,490	38,768	[2]8,827	[3]78,235	38,061
Delaware, Lackawanna and Western,	135,708	324,092	284,412	68,309	223,759	241,076
Dunkirk, Allegheny Valley and Pittsburgh,	3,349	19,700	15,273	1,400	36,700	26,143
East Broad Top,	64	956	4,968		1,975	2,490
Elmira and Williamsport,	9,069	126,126	134,954	22,430	132,158	16,724
Erie and Pittsburgh,	56,346	11,176	65,110	5,184	16,862	11,571
Greenlick Narrow Gauge,	278				22	1,892
Hanover Junction, Hanover and Gettysburg,	11,702	12,628	18,993	3,330	9,266	
Harrisburg and Potomac,	248	4,053	10,753	8		
Huntingdon and Broad Top Mountain,	2,100	3,552	78,244	884	30,926	
Ironton,	27,109					9,497
Lake Shore and Michigan Southern,	332,695	1,231,993	639,585	442,330	676,452	1,554,786
Lawrence,	124,888	9,686	36,580	6,444	6,357	4,228
Lehigh and Lackawanna,	23,609	2,400	12,657		4,600	11,541
Lehigh Valley,	86,456.04			23,070.57	162,411.17	1,286,222.79

Ligonier Valley,	7,705	651	634	561	3,422	1,908
Little Saw Mill Run,	. . .	. . .	. . .	. . .	. . .	547
Lykens Valley,	432	3,970	3,077	24	10,576	403
Mont Alto,	. . .	3,119	11,713	. . .	6,024	. . .
Montrose,	. . .	. . .	. . .	. . .	. . .	10,581
Mount Pleasant and Broad Ford,	13,446	442	5,639	42	3,432	. . .
New Brighton and New Castle,	21,209	752	1,028	2,684	1,131	4,420
New Castle and Beaver Valley,	126,914	14,654	105,014	12,571	15,711	6,399
New York, Chicago and St. Louis,	84,194	628,918	360,137	91,404	121,343	19,269
New York, Lake Erie and Western Coal,	383	1,209	2,125	48	16,353	12,160
North-East Pennsylvania,	160	7,105	590	635	4,990	1,458
Northern Central,	158,842	746,820	500,664	87,540	659,731	89,303
Penn Gas Coal Company's Youghiogheny,	. . .	. . .	1,000	. . .	500	. . .
Pennsylvania,	1,312,943	1,453,728	1,336,312	412,443	1,230,207	444,344
Pennsylvania and New York,	31,193.17	. . .	648,264.81	19,034.38	76,795.24	. . .
Pennsylvania Coal,	. . .	. . .	2,868	. . .	1,341	. . .
Perkiomen,	10,056	101,305	63,273	4,522	9,814	6,220
Philadelphia and Erie,	52,059	596,560	343,234	31,039	832,597	97,700
Philadelphia and Reading,	969,662	1,433,939	1,071,349	84,253	692,017	[4]4,033,888
Philadelphia, Newtown and New York,	10,564	4,276	1,430	100	3,464	. . .
Philadelphia, Wilmington and Baltimore,	148,179	320,724	436,229	84,896	197,776	176,169
Pine Creek,	5,947	191,948	178,139	1,196	50,652	21,609
Pittsburgh and Castle Shannon,	. . .	. . .	. . .	. . .	. . .	422
Pittsburgh and Connellsville,	138,943	19,948	184,608	1,978	76,679	. . .
Pittsburgh and Lake Erie,	187,075	16,784	49,035	292	45,149	62,823
Pittsburgh and Western,	98,693	10,487	78,301	963	118,111	12,649
Pittsburgh, Chartiers and Youghiogheny,	3,929	365	755	. . .	5,543	1,033
Pittsburgh, Cincinnati and St. Louis,	81,890	575,050	542,964	221,900	88,152	75,096
Pittsburgh, Fort Wayne and Chicago,	224,880	609,768	960,926	169,760	243,152	188,580
Pittsburgh, McKeesport and Youghiogheny,	60,287	1,868	10,397	36	13,935	13,414
Pittsburgh Southern,	3,547	10,121	23,901	1,419	10,073	. . .
Reading and Columbia,	. . .	. . .	282,122	. . .	. . .	. . .
Rochester and Pittsburgh,	17,524	34,805	66,718	1,451	45,419	44,248
Salisbury,	26	268	1,656	. . .	6,558	. . .
Shamokin Valley and Pottsville,	12,148	56,605	83,711	698	95,713	13,715
Sharpsville,	13,345	399	643	49	1,386	1,035
Shenango and Allegheny,	1,273	2,133	6,599	679	21,399	6,054
Slate Ridge and Delta,	190	696	1,573	10	182	. . .

[1] Including bark. [2] Includes products of animals. [3] Includes products of forest. [4] Includes express goods, company's merchandise, materials, passengers, baggage, &c.

TABLE I.—KIND AND QUANTITY OF FREIGHT CARRIED, IN TONS OF 2,000 POUNDS—Continued.

NAME OF COMPANY.	Stone and lime.	Agricultural products.	Merchandise and manufactures.	Live stock.	Lumber.	Other articles.
Somerset and Cambria,	16,959	3,593	16,041	285	11,861	. . . . .
Stony Creek,	2,742	10,227	22,612	4,149	5,700	6,046
Tioga,	1,210	4,959	31,562	615	96,547	4,006
Tionesta Valley,	. . . . .	472	983	. . . . .	10,000	[1]40,161
Warren and Farnesworth Valley,	. . . . .	880	2,308	. . .	5,112	815
Waynesburg and Washington,	533	905	2,797	2,122	2,718	1,867
Western Maryland,	6,765	. . . . .	98,128	17,949	17,401	90,585
West Penn and Shenango Connecting,	318	176	1,502	15	6,050	1,870
Wheeling, Pittsburgh and Baltimore,	3,468	8,058	25,405	1,661	9,906	. . . . .
Williamsport and North Branch,	439	631	2,215	. . . . .	22,283	10,722
Wilmington and Northern,	55,134	10,013	60,377	. . . . .	25,604	. . . . .
York and Peach Bottom,	744.40	4,779.60	4,382.80	447.40	4,353.60	17,186.30
Total,	4,994,506.44	8,186,462.60	9,983,633.80	1,904,570.97	7,381,861.77	9,520,824.84

[1] Bark.

TABLE J.—QUANTITY OF FREIGHT CARRIED AND RATE IN CENTS PER TON OF 2,000 POUNDS PER MILE.

NAME OF COMPANY.	Number of tons of through freight.	Number of tons of local freight.	Gross tonnage.	Number of tons of freight carried one mile in Penn'a.	Rate for through freight.	Rate for through coal.	Rate for local freight.	Rate for local coal.
Addison and Northern Pennsylvania,	59,482		59,482		11		15	
Allegheny Valley,	131,476	3,458,531	3,590,007	162,014,663	0.673		0.978	
Bachman Valley,			46,219					
Baltimore and Cumberland Valley Extension		48,890	48,890	419,773			[1]3.54	
Baltimore and Philadelphia,		87,463	87,463	13,885			5.7	5.2
Bangor and Portland,			61,816		3	4	4	4
Barclay,	[2]264,512	74,156	338,668	5,110,358	2.26	1.25	7.12½	1
Beech Creek, Clearfield and South-Western,			240,736					
Bell's Gap,	2,586½	212,505	215,091½	3,988,497½	70	50	100	50
Berlin,			16,306	130,980	[1]3.20			
Berlin Branch,			8,182	49,531	2 to 4		2 to 6	
Bradford, Bordell and Kinzua,	3,562	12,608	16,170	325,630	5.631		6.541	
Bradford, Eldred and Cuba,			35,449	245,632	4.83			
Buffalo, New York and Philadelphia,	1,511,469	865,065	2,376,534		0.56 6/10		1.68	
Catasauqua and Fogelsville,	37,685	197,281	234,966	1,980,783	1.66	1.66	4	3.50
Chartiers,		543,770	543,770	2,208,477			3.59	3.59
Cleveland and Pittsburgh,	898,535	1,514,921	2,413,456	37,962,913	[3]0.93			
Colebrook Valley,			195,954	3,059,587				
Corning, Cowanesque and Antrim,	208,360		1,797,496	31,071,902	3	1	6	2
Cornwall,	[4]659,253		[5]738,363	3,691,816	1½ to 2½	1½ to 2½	1½ to 4	1½ to 4
Cornwall and Lebanon,	271,946		271,946	1,618,191				
Cumberland Valley,	100,733	544,435	645,168	25,964,123	[3]1.742			
Delaware and Hudson,	206,246	3,598,382	3,804,628	121,018,266	[6]1 and 2	[7]¾ to 1½		
Delaware, Lackawanna and Western,	3,428,103	3,937,933	7,366,036	251,534,287	0.98	1.10	2.08	0.89

[1] Average of all freights. [2] Includes coal. [3] Average for through and local business, including coal. [4] Computed at 2,240 pounds per ton. [5] Computed at 2,000 pounds per ton. [6] Per ton of 2,000 pounds. [7] Per ton of 2,240 pounds.

TABLE J.—QUANTITY OF FREIGHT CARRIED AND RATE IN CENTS PER TON OF 2,000 POUNDS PER MILE—Continued.

NAME OF COMPANY.	Number of tons of through freight.	Number of tons of local freight.	Gross tonnage.	Number of tons of freight carried one mile in Penn'a.	Rate for through freight.	Rate for through coal.	Rate for local freight.	Rate for local coal.
Dillsburg and Mechanicsburg,			71,745	446,547				
Dunkirk, Allegheny Valley and Pittsburgh,	127,258	116,294	243,552	6,665,682	0.50	0.70	2.25	1
East Broad Top,	52,722	99,081	151,803	3,117,568	[14]1/3	[12]1/3	[15]1/2	[13]
Edgewood,				69,300				
Elmira and Williamsport,	1,048,914	451,552	1,500,466	80,640,247	[20].646			
Erie and Pittsburgh,	5,838	726,433	732,271	40,832,386	0.873	0.873	0.850	0.850
Frankford and Holmesburg,			12,113	35,512	[22].584			
Gettysburg and Harrisburg,			14,159	215,508	[22].85			
Greenlick Narrow Gauge,			13,480		8		8	
Hanover Junction, Hanover and Gettysburg,	25,149	51,933	77,082	744,935	3.1	2 3/4	4.3	2 3/4
Harrisburg and Potomac,	47,430		47,430		[34]	4	8	6
Huntingdon and Broad Top Mountain,	509,794	286,011	795,805	26,152,897	5/6	5/6	1 to 3	1 to 3
Ironton,			78,786	393,933	8 to 10	8 to 10	3 to 10	3 to 10
Keystone Coal Company,			9,057.27	49,813 1/2				
Lake Shore and Michigan Southern,	653,040	6,712,648	7,365,688	148,640,455	0.512		0.699	
Lawrence,		1,133,361	1,133,361	8,514,614			1.06	1.06
Lehigh and Lackawanna,			81,225	1,300,487	[45].25	[52].76		
Lehigh Valley,			9,396,875.08		[61].07			
Ligonier Valley,	15,424	1,772	17,196		6.90		19	
Little Saw-Mill Run,	22,776	547	228,308			5.33		7
Lykens Valley,	405,620	217,886	623,506	11,310,501	[71].243			
Meadville and Linesville,			25,700	387,373	2 96362/387373	2 96362/387373	2 96362/387373	2 96362/387373
Mont Alto,			42,211	646,247	[72]			
Montrose,	101	15,646	15,747	440,910	4.22	5	4.22	
Montour,			127,163					
Mt. Pleasant and Broad Ford,	484,230		507,465	3,217,577	[71].9			
New Brighton and New Castle,		251,074	251,074	2,989,179	1.06	1.06	1.06	1.06
New Castle and Butler,	48,358		48,358					

New Castle,			10,632					
New Castle and Beaver Valley,	5,897	1,563,456	1,569,353	16,283,229	1.26	1.26	1.36	1.36
New York, Chicago and St. Louis,	1,014,042	748,736	1,762,778	50,820,649	0.467	0.467	0.493	0.493
New York, Lake Erie and Western,	3,104,517	7,967,421	11,071,938		[8]0.719	[8]	[8]	[8]
New York, Lake Erie and Western Coal,	248,026	50,593	298,619	14,327,074	1.968	0.558	8.199	1.004
North-East Pennsylvania,		21,124	21,124	149,489		[9]7.44		
Northern Central,	760,048	4,950,235	5,710,283	245,766,419	[7]0.870			
Penn Gas Coal Company's Youghiogheny,			128,364	1,256,583	[10]	[10]	[10]35	[10]
Pennsylvania,	1,824,769	20,759,056	22,583,825	3,073,775,646	[7]0.7404			
Pennsylvania and New York,			2,659,826.44					
Pennsylvania Coal,	30	4,180	*1,435,338		7¾	[11]	7¾	
Perkiomen,	359,719	85,717	445,436	14,991,127	1.1784	1.6814	4.8328	3.2059
Pine Creek,			1,206,535	80,570,957	0.509	0.509	0.509	0.509
Philadelphia and Erie,	843,903	4,060,108	4,904,011	499,734,080	[7]0.5755			
Philadelphia and Reading,			[12]24,357,931	1,429,754,150	[13]1.72	[14]1.29	[13]1.72	[14]1.29
Philadelphia and Trenton,	4,843,994	795,437	5,639,431	160,696,489	[7]0.8814			
Philadelphia, Germantown & Chestnut Hill,			19,049	99,439	[7]3.841			
Philadelphia, Newtown and New York,		31,341	31,341	435,588			5	2
Philadelphia, Wilmington and Baltimore,	532,984	1,468,559	2,001,543	23,201,242	[7]2.235			
Pittsburgh and Castle Shannon,			111,703	390,960				
Pittsburgh and Connellsville,			2,942,851	129,961,807	[7]1.30			
Pittsburgh and Lake Erie,	1,236,825	731,849	1,971,674	98,232,866	0.68		1.37	
Pittsburgh and Western,			592,865	30,236,115				
Pittsburgh, Chartiers and Youghiogheny,		206,627	206,627	2,218,183			1.60	
Pittsburgh, Cincinnati and St. Louis,	1,376,392	2,264,069	3,640,461	75,499,173	0.51		0.78	
Pittsburgh, Fort Wayne and Chicago,	1,313,038	3,397,645	4,710,683	94,719,695	0.58	0.58	0.80	
Pittsburgh, McKeesport and Youghiogheny,	[15]403,070	[15]625,795	[15]1,028,865	38,984,798	0.88	0.88	1.82	1.82
Pittsburgh Southern,			412,354	12,200,844	[7]0.6			
Reading and Columbia,			495,709	13,423,016	[16]2.44	[16]1.72		
Rochester and Pittsburgh,	491,812	277,184	768,996		[7]0.81			
Salisbury,			217,325	1,399,994	[7]1.40			
Shamokin Valley and Pottsville,	422,572	1,138,185	1,560,757	34,809,870	[7]1.174			
Sharpsville,			100,478					
Shenango and Allegheny,			397,671	12,269,027			1.203	1.203

[1] In car loads. [2] Average for through and local business, including coal. [3] For iron ore 3½. [4] Reported as "proximate average for merchandise and express." [5] Proximate average. [6] For through and local freights. [7] Average of all freights. [8] The company report: "Neither the rates nor weights have been kept by classes, and we cannot answer." [9] Reported "for through and local coal and merchandise." [10] No through freight and no coal carried except the company's. [11] None but company's coal carried. [12] Includes express goods, company's merchandise, materials, passengers, baggage, &c. [13] Proximate average per ton of 2,000 pounds. [14] Proximate average per ton of 2,240 pounds. [15] These figures, taken from page 14 of the company's report, do not correspond with the figures on page 12 of the same report, where the through freight is stated at 603,732, and the total freight at 1,229,526 tons, a difference of 200,662 tons in the one case, and of 200,661 in the other. [16] Average for all distances. *See "Note," page 358.

TABLE J.—QUANTITY OF FREIGHT CARRIED AND RATE IN CENTS PER TON OF 2,000 POUNDS PER MILE—Continued.

NAME OF COMPANY.	Number of tons of through freight.	Number of tons of local freight.	Gross tonnage.	Number of tons of freight carried one mile in Penn'a.	Rate for through freight.	Rate for through coal.	Rate for local freight.	Rate for local coal.
Slate Ridge and Delta,		2,994	2,994	2,994			11.3	
Somerset and Cambria,			201,998	7,964,747	[1]1.1			
Southern Pennsylvania,			36,433	442,943				
South Mountain,			47,901	511,925	3.39	3.39	3.39	3.39
State Line and Sullivan,			[2]30,290		[3]	.012 2/29	[3]	.012 2/29
Stony Creek,	206,683	34,399	241,082	2,232,426	[4]1.90	[4]2.18		
Tioga,			886,817	27,407,149	3	1	4	2½
Tionesta Valley,		51,616	51,616	671,008				
Warren and Farnesworth Valley,	6,395	2,825	9,220	102,857	15		10	
Waynesburg and Washington,	6,765	6,892	13,657	277,879	13.5	1 25/28	2	2.75
Western Maryland,		305,806	305,806		[1]2.489			
West Penn and Shenango Connecting,			19,190	277,134	[1]2.66			
Wheeling, Pittsburgh and Baltimore,			398,096	10,141,001	[1].8			
Williamsport and North Branch,			40,295					
Wilmington and Northern,			554,016	12,602,213	1.75	1.5	3	2.75
York and Peach Bottom,			35,521.5		4	2.5	4	3
Total,	20,022,003	56,516,287	136,655,832	7,120,063,750				

[1] Average of all freights. [2] For four months—from January 1 till April 30, 1884, when the road was leased to the Pennsylvania and New York Canal and Railroad Company. [3] Company report: "Not separated." [4] Average for all distances.

NOTE.—Companies left out of this and the two preceding tables have not reported their tonnage. Most of those omitted have leased their roads, and their tonnage is included in the reports of the lessees. The discrepancy between the combined totals of the "through" and "local" freight columns and the total of the column of "gross tonnage" is attributable to the fact that some of the companies have reported their total tonnage without separating the "through" from the "local." The discrepancy in the case of the Pennsylvania Coal Company is owing to the company's own coal (1,431,128 tons) being included in its gross tonnage, but not placed in either the "local" or "through" freight column.

TABLE K.—EARNINGS DURING THE YEAR.

NAME OF COMPANY.	Passengers.		Freight.		Mail and express.		Miscellaneous.		Total.		Proportion in Pennsylvania.	
Addison and Northern Pennsylvania,	$19,510	91	$42,799	10	$3,293	18	$28	30	$65,631	49	$45,191	49
Allegheny Valley,	491,039	01	1,584,975	37	42,252	84	17,245	24	2,135,512	46	2,135,512	46
Allentown,									[1]2,612	36		
Bachman Valley,	3,758	85	9,780	99	920	31			14,460	15	14,460	15
Baltimore and Cumberland Valley Extension,	24,077	39	14,868	37	1,063	50			40,009	26	40,009	26
Baltimore and Philadelphia,	16,197	34	38,432	88	878	52	229	72	55,738	46	6,660	74
Bangor and Portland,	12,407	67	45,027	59	1,664	95	2,854	29	61,954	50	61,954	50
Barclay,	5,160	36	64,715	36	5,992	77	3,316	44	79,184	93	79,184	93
Beech Creek, Clearfield and South-Western,	8,196	05	58,599	84	101	72	17,639	26	84,536	87	84,536	87
Bell's Gap,	13,522	62	118,525	21	1,007	63	888	26	133,943	72	133,943	72
Berlin,	2,359	60	4,188	87	495	88			7,044	35		
Berlin Branch,	1,000	84	3,061	35	309	00	90	00	4,461	19	4,461	19
Bradford, Bordell and Kinzua,	40,523	58	20,622	74	4,314	02	4,472	84	69,933	18	69,933	18
Bradford, Eldred and Cuba,	55,234	10	31,841	81	3,996	18	252	21	91,324	30	9,763	56
Buffalo, New York and Philadelphia,	691,876	54	1,649,052	74	68,784	39	42,300	56	2,452,014	23		
Catasauqua and Fogelsville,	3,110	89	69,038	47			516	00	72,665	36	72,665	36
Chartiers,	76,058	00	79,244	00	5,147	51	3,630	08	164,079	59	164,079	59
Cleveland and Pittsburgh,	554,486	96	1,950,192	74	77,262	74	[2]212,386	74	2,794,329	18	472,363	78
Colebrookdale,							[3]16,395	16	16,395	16		
Colebrook Valley,	9,552	32	56,526	22	384	92		45	66,463	91	66,463	91
Columbia and Port Deposit,	27,480	52	175,177	34	2,345	22	[4]1,144	75	206,147	83		
Corning, Cowanesque and Antrim,	65,680	90	529,186	96	7,414	48	286	66	602,569	00	327,562	72
Cornwall,	7,557	20	68,583	20	479	50	972	37	77,592	27	77,592	27

[1] Rent from Philadelphia and Reading Railroad Company, lessee, $2,407 36; miscellaneous, $205.
[2] Includes $194,931 52 of joint earnings received from Pittsburgh, Fort Wayne and Chicago railway, after deducting sundry expenses.
[3] Includes $15,996 16 rental from Philadelphia and Reading Railroad Company, lessee.
[4] Rents.

TABLE K.—EARNINGS DURING THE YEAR—Continued.

NAME OF COMPANY.	Passengers.		Freight.		Mail and express.		Miscellaneous.		Total.		Proportion in Pennsylvania.	
Cornwall and Lebanon,	$6,565	09	$25,766	30	$144	37	$11,582	40	$44,058	16	$44,058	16
Cumberland Valley,	273,381	17	443,391	63	26,691	80	24,867	33	768,331	93	668,855	85
Delaware and Hudson Canal,	101,863	62	1,821,347	90	6,805	54	92,492	68	2,022,509	74	1,779,808	64
Delaware, Lackawanna and Western,	570,889	78	5,037,859	08	56,637	10	579,395	62	[1]6,244,781	58	6,244,781	58
Dillsburg and Mechanicsburg,	9,008	34	17,961	09	673	67			27,643	10	27,643	10
Dunkirk, Allegheny Valley and Pittsburgh,	71,322	97	154,654	69	9,125	07	44,616	73	279,719	46	149,121	90
East Brandywine and Waynesburg,	16,695	01	19,947	74	2,044	32	[2]116	00	38,803	07	38,803	07
East Broad Top,	12,889	06	67,200	14	1,285	04	4,164	81	85,539	05	85,539	05
Edgewood,	[3]											
Elmira and Williamsport,	152,825	42	569,955	88	18,996	32	9,542	33	751,319	95	686,636	78
Erie and Pittsburgh,	100,098	51	347,470	71	14,297	13	18,928	45	480,794	80	480,794	80
Evergreen,	3,180	31							3,180	31	3,180	31
Fort Pitt Incline Plane,	8,291	93	1,934	14					10,226	07	10,226	07
Frankford and Holmesburg,	5,098	16	917	72			16	40	6,032	28	6,032	28
Gettysburg and Harrisburg,	30,037	77	6,139	11	247	81			[4]36,424	69	36,424	69
Greenlick Narrow Gauge,	45	56	4,365	54					4,411	10	4,411	10
Hanover and York,									77,416	58	77,416	58
Hanover Junction, Hanover and Gettysburg,	22,204	06	28,716	57	2,926	00	41,192	83	95,039	46	95,039	46
Harrisburg and Potomac,	6,236	17	16,141	79	1,233	01	2,157	71	25,768	68	25,768	68
Huntingdon and Broad Top Mountain,	48,252	27	276,160	62	7,158	64	1,989	22	333,560	75	333,560	75
Ironton,			28,237	01			1,700	06	29,937	07	29,937	07
Jamestown and Franklin,	26,071	45	86,325	44	5,276	02	32,547	58	[5]150,220	49	150,220	49
Junction,	98,656	50	117,847	00	12,771	20			229,274	70	229,274	70
Lake Shore and Michigan Southern,	4,133,729	17	9,358,816	46	1,099,045	06	251,993	30	14,843,583	99	1,465,183	26
Lawrence,	17,080	07	182,546	32	4,010	99	527	20	204,164	58	86,862	76
Lehigh and Lackawanna,	18,907	73	48,002	52	2,458	94	176	54	69,545	73	69,545	73

Lehigh Valley,	835,106	90	8,058,710	90	54,389	35	1,238,144	13	10,186,351	38	. . . .	. .
Lewisburg and Tyrone,	29,386	66	92,878	63	4,876	47	19	25	127,161	01	127,161	01
Ligonier Valley,	10,458	22	10,756	73	456	12	47	15	21,718	22	21,718	22
Little Saw-Mill Run,	1,192	87	40,709	11	. . .		8,015	17	49,917	15	49,917	15
Little Schuylkill Navigation,	. .		. .	. .	. . . .		. .		[6]219,662	56	219,662	56
Littlestown,	7,158	74	13,657	76	929	99	97	00	21,843	49	21,843	49
Lykens Valley,	9,897	15	140,607	63	1,348	12	1,349	61	[7]153,202	51	153,202	51
Meadville and Linesville,	14,745	12	8,711	08	1,307	63	89	23	[8]24,853	06	24,853	06
Monongahela Incline Plane,	27,697	71	. .		. .		1,844	74	29,542	45	29,542	45
Mont Alto,	11,894	78	15,202	26	1,763	70	74	55	28,935	29	28,935	29
Montour,	3,573	99	14,858	15	468	96	. . . .		18,901	10	18,901	10
Montrose,	7,921	56	18,609	62	2,347	41	. . .		28,878	59	28,878	59
Mount Oliver Incline,	30,115	25	58	75	.		50	00	30,224	00	30,224	00
Mount Pleasant and Broad Ford,	20,140	25	5,079	92	1,549	74	. . . . .		26,769	91	26,769	91
Nesquehoning Valley,	.		. .		. . . .		. . . .		[9]91,000	00	91,000	00
New Brighton and New Castle,	1,242	14	31,942	52	. . . .		5	97	33,190	63	33,190	63
New Castle,	.		. . .		. .		. . .		[10]		.	
New Castle and Beaver Valley,	40,915	45	222,898	61	5,594	66	375	72	269,784	44	269,784	44
New Castle and Butler,	.		4,670	29	. . . .		.		4,670	29	4,670	29
New York, Chicago and St. Louis,	246,185	71	2,879,309	47	57,175	81	24,920	52	3,207,591	51	275,247	51
New York, Lake Erie and Western,	4,675,871	14	15,773,004	60	715,305	27	1,550,879	96	22,715,060	97	.	. .
New York, Lake Erie and Western Coal,	2,929	18	92,393	85	444	37	[11]49,800	00	145,567	40	145,567	40
New York, Pennsylvania and Ohio,	. .		. .		. .		. . .		[12]1,994,440	20	.	
New York, Pittsburgh and Chicago,	[13]7,843	08	. . . . .		206	20	. . . . .	.	[14]8,049	28	3,219	68
New York, Susquehanna and Western,	239,404	43	739,072	08	. .		55,731	79	1,034,208	30	.	
North-East Pennsylvania,	13,976	58	11,128	91	1,033	10	431	00	26,569	59	26,569	59
Northern Central,	621,185	79	2,885,507	02	87,190	06	270,354	04	3,864,236	91	2,863,427	35

[1] The company report: "The foregoing statements only include the operations of the transportation department in the State of Pennsylvania." [2] Rents. [3] This is no public road, being used exclusively as a coal road, and therefore has no earnings to report. [4] From April 21 to December 31, 1884. [5] The company report: "An additional sum of $37,749 60 received by lessee from the Buffalo, New York and Philadelphia Railroad Company for track rental between Oil City and Stoneboro', from November 1, 1882, to December 31, 1883, was credited in 1884 'account earnings,' and 40 per cent. of the amount, viz: $15,099 84, was placed to the credit of this company by the lessee." [6] Rental and interest. [7] Reported by the Northern Central Railroad Company, agent of the Summit Branch Railroad Company, lessee. The Lykens Valley company reports: "Rents, $62,499 96; miscellaneous, $526 81; total, $63,026 77." [8] For eleven months ending December 31, 1884, the road having been bought by the present company on the 1st of February, 1884. [9] Rent received from the Lehigh Coal and Navigation Company. [10] The New Castle Railroad and Mining Company is a company for mining coal, and the railroad has no separate earnings or expenses. [11] Rents. [12] This sum is made up of rent under lease to New York, Lake Erie and Western Railroad Company, income from business prior to 1st May, 1883, dividends on Sharon railway stock, and interest and exchange. [13] Includes freight. [14] These earnings include the total traffic received on the Darlington Cannel Coal railroad, which is held by a separate ownership.

TABLE K.—EARNINGS DURING THE YEAR—Continued.

NAME OF COMPANY.	Passengers.		Freight.		Mail and express.		Miscellaneous.		Total.		Proportion in Pennsylvania.	
North Pennsylvania,									[1]$846,011	46	$846,011	46
Penn Gas Coal Company's Youghiogheny,	$5,397	51	$2,007	90	$334	80	$20	00	7,760	21	7,760	21
Pennsylvania,	5,891,539	54	22,823,329	08	958,370	84	523,645	35	30,196,884	81		
Pennsylvania and New York,	224,788	81	1,861,674	70	18,313	57	46,560	53	2,151,337	61	2,151,337	61
Pennsylvania Coal,	15,468	87	31,825	88					47,294	75	47,294	75
Pennsylvania Company,							1,117,031	14	[2]1,117,031	14		
People's,	11,817	40	226	27			284	00	12,327	67	12,327	67
Perkiomen,	44,906	38	248,423	81	4,400	13	176	03	297,906	35	297,906	35
Philadelphia and Erie,	571,450	86	2,876,075	10	66,631	76	145,988	38	3,660,146	10	3,660,146	10
Philadelphia and Reading,	5,709,314	15	22,298,523	31	79,369	70	2,149,862	77	30,237,069	93	22,703,954	90
Philadelphia and Trenton,	1,430,529	28	1,416,374	02	182,148	57	15,657	93	3,044,709	80		
Philadelphia, Germantown and Chestnut Hill,	39,747	09	3,819	14	755	00	8	84	[3]44,330	07	44,330	07
Philadelphia, Germantown and Norristown,									[4]			
Philadelphia, Newtown and New York,	55,404	78	17,079	41	2,576	81	881	95	75,942	95	75,942	95
Philadelphia, Wilmington and Baltimore,	2,877,105	88	2,524,687	23	280,363	13	138,167	26	5,820,323	50		
Pine Creek,	42,421	20	410,150	75	7,606	61	84	76	460,263	32	460,263	32
Pittsburgh and Castle Shannon,	18,943	60	153,608	46	257	36	2,449	39	175,258	81	175,258	81
Pittsburgh and Connellsville,	489,921	89	1,704,615	36	100,289	25			2,294,826	50		
Pittsburgh and Lake Erie,	193,765	04	974,653	23	24,859	20	243	34	1,193,520	81	1,057,190	33
Pittsburgh and Western,	178,047	61	464,061	23	41,891	74	1,034	50	685,035	08	685,035	08
Pittsburgh, Chartiers and Youghiogheny,	5,036	50	35,345	45			6,434	44	46,816	39	46,816	39
Pittsburgh, Cincinnati and St. Louis,	1,019,379	25	2,700,277	53	291,488	30	25,557	27	4,036,702	35	707,027	02
Pittsburgh, Fort Wayne and Chicago,	2,451,123	86	6,110,958	39	322,304	25	305,788	02	9,190,174	52	958,353	43

Pittsburgh Junction,			15,746	24			3,552	56	19,298	80	19,298	80
Pittsburgh, McKeesport and Youghiogheny,	41,776	10	546,199	65	3,525	00			591,500	75	591,500	75
Pittsburgh Southern,	28,591	64	78,275	65	5,257	87			112,125	16	112,125	16
Pomeroy and Newark,	5,552	25	14,058	40	973	67			20,584	32		
Reading and Columbia,	112,544	43	275,663	54	3,063	80	3,546	84	394,818	61	394,818	61
Rochester and Pittsburgh,	206,498	04	832,990	98	22,347	28	8,096	47	1,069,932	77		
Salisbury,	1,247	22	29,720	33	47	44			31,014	99	31,014	99
Shamokin Valley and Pottsville,	25,616	56	408,772	80	1,809	78	1,627	79	437,826	93	437,826	93
Sharpsville,	3,832	59	28,818	91					32,651	50	32,651	50
Shenango and Allegheny,	34,475	38	147,585	53	3,623	62	306	04	185,990	57	185,990	57
Slate Ridge and Delta,	165	06	339	02					504	08	504	08
Somerset and Cambria,	38,143	09	88,545	02	6,136	91			132,825	02	132,825	02
South Mountain,	17,346	84	17,397	97	916	27	5	09	35,712	27	35,712	27
Southern Pennsylvania,	9,844	49	14,450	72	2,120	92			26,416	13	26,416	13
State Line and Sullivan,	2,627	34	17,227	98	715	19	31	13	[5]20,601	64	20,601	64
Stony Creek,	18,257	16	46,458	86	440	32	1,991	17	67,147	51	67,147	51
Strasburg,									1,150	00	1,150	00
Tioga,	61,028	30	295,940	69	5,800	61	7,404	43	370,174	03	335,568	52
Tionesta Valley,	7,172	17	23,743	58	806	37			31,722	12	31,722	12
Warren and Farnesworth Valley,	5,491	97	10,031	38	822	34	72	00	16,417	69	16,417	69
Waynesburg and Washington,	18,564	33	22,175	63	2,830	75	2,514	29	46,085	00	46,085	00
Western Maryland,	245,214	83	316,010	80	25,202	43	39,558	37	625,986	43		
West Penn and Shenango Connecting	15,957	36	7,370	03	1,624	57			24,951	96	24,951	96
Wheeling, Pittsburgh and Baltimore,	39,543	91	94,548	91	7,803	37			141,896	19		
Williamsport and North Branch,	6,147	32	19,777	77	570	49	283	41	26,778	99	26,778	99
Wilmington and Northern,	66,628	64	271,193	02	4,372	88	3,861	38	346,055	92	232,962	56
York and Peach Bottom,	18,914	11	32,663	16	2,258	68	1,228	50	55,064	45	55,064	45
Totals,	$36,928,254	70	$126,669,337	26	$4,921,355	63	$9,199,832	12	$180,837,606	71	$57,985,984	47

[1] Income from rental. [2] These earnings are exclusive of the profits and losses in operating leased roads, which are included in reports of this company relating to the operation of said roads. [3] From June 11 to December 31, 1884. [4] The company report: "The railroad of this company (with the Plymouth branch) was leased on the 10th day of November, 1870, to the Philadelphia and Reading Railroad Company for the term of nine hundred and ninety-nine years, at an annual rental of $269,623 34, together with $8,000 for the purpose of maintaining the corporate organization of the company." The earnings and operating expenses of the road are included in the report of the Philadelphia and Reading Company. [5] From January 1 to April 30, 1884. Road leased May 1, 1884, to the Pennsylvania and New York Canal and Railroad Company for fifty years, at $36,000 per annum for the first three years, and $40,000 per annum for the balance of the term of lease.

NOTE.—Companies left out of this table have not reported any earnings. The roads of most of them are leased, and their earnings included in the reports of the lessees.

TABLE L.—EXPENSES DURING THE YEAR.

NAME OF COMPANY.	Charged to cost of road, real estate, and equipment.	Charged to conducting transportation.	Charged to maintenance of motive power.	Charged to maintenance of way.	Charged to maintenance of cars.
Addison and Northern Pennsylvania,		$17,344 95	$11,058 69	$19,722 69	$2,294 29
Allegheny Valley,		390,583 39	324,711 84	353,520 59	176,218 51
Bachman Valley,		2,249 74	5,594 70	6,097 34	
Baltimore and Philadelphia,		14,266 90	11,105 55	18,366 67	1,927 58
Bangor and Portland,	$32,800 00	22,126 34	6,070 78	11,783 38	2,000 00
Barclay,	1,398 69	18,160 26	19,594 63	17,808 53	917 93
Beech Creek, Clearfield and South-Western,		17,493 30	[1]16,139 85	32,664 56	
Bedford and Bridgeport,	3,718 20				
Bell's Gap,	491 38	42,271 81		18,673 95	4,268 09
Berlin,		2,488 86	3,173 08	5,033 83	266 63
Berlin Branch,	50 00	251 59		1,228 30	
Bradford, Bordell and Kinzua,	1,532 55	17,618 39	22,146 45	21,435 46	2,730 53
Bradford, Eldred and Cuba,	3,110 79	14,578 47	23,402 65	24,611 51	3,241 24
Buffalo, New York and Philadelphia,	500,973 14	550,964 03	520,290 07	416,483 55	111,531 62
Catasauqua and Fogelsville,		11,805 47	13,460 12	12,081 02	391 71
Chartiers,		24,261 15	14,945 90	53,524 71	
Cleveland and Pittsburgh,		610,476 23	415,809 43	349,962 20	219,428 11
Colebrookdale,	541 74				
Colebrook Valley,			[1]3,659 49		
Columbia and Port Deposit,		45,379 30	29,896 50	63,904 34	23,907 41
Connecting,	87,258 61				
Corning, Cowanesque and Antrim,			[2]185,445 21	[3]140,736 43	
Cornwall,	58,291 15	8,218 89	18,817 11	12,353 41	3,530 34
Cornwall and Lebanon,			[1]1,920 74		
Cumberland Valley,	53,560 04	160,944 00	143,467 03	167,023 38	65,685 65
Delaware and Hudson,	148,567 75	661,792 02	318,882 43	153,546 83	53,246 38
Delaware, Lackawanna and Western,	963,325 12	1,200,827 73	1,137,108 32	472,787 85	529,294 46

Dillsburg and Mechanicsburg,			8,806	17	5,051	29	9,288	48				
Dunkirk, Allegheny Valley and Pittsburgh,	1,491	90	140,087	92	[1]31,990	57	128,841	45				
East Brandywine and Waynesburg,			11,090	71	8,405	56	21,408	33	1,250	40		
East Broad Top,			15,009	95	19,830	61	16,703	32	8,975	13		
Elmira and Williamsport,			206,159	01	168,077	09	110,416	54	15,085	71		
Erie and Pittsburgh,			115,479	86	106,223	69	90,263	73	73,224	09		
Evergreen,					[4]7,103	91						
Fort Pitt Incline Plane,	2,159	44										
Frankford and Holmesburg,			3,467	32	5,345	97	4,169	64				
Gettysburg and Harrisburg,			14,633	35			14,549	24				
Greenlick Narrow Gauge,	1,518	17	2,007	97	1,193	19	1,404	92				
Hanover Junction, Hanover and Gettysburg,	18,629	55	13,856	09	22,521	35	30,832	51	6,780	06		
Harrisburg and Potomac,	8,530	23	11,228	48	4,662	67	29,162	16	1,581	13		
Huntingdon and Broad Top Mountain,	19,599	07	58,592	47	47,634	74	46,545	88	5,063	13		
Ironton,			6,194	26	3,510	47	2,628	18				
Junction,			[5]7,939	40			130,995	37				
Lake Shore and Michigan Southern,			3,639,773	27	2,377,766	62	1,532,252	99	601,313	16		
Lawrence,			52,219	85	29,106	69	24,700	92	3,313	66		
Lehigh and Lackawanna,			11,873	60	17,836	67	22,083	69				
Lehigh Valley,	2,072,815	25	902,381	17	1,788,254	64	[3]1,384,545	10	820,003	59		
Lewisburg and Tyrone,	110,661	34	41,825	26	24,592	20	43,324	16	4,693	52		
Ligonier Valley,	11,508	58	3,922	88	2,986	28	1,274	97	177	75		
Little Saw-Mill Run,	24,028	80	5,077	36	12,449	05	8,345	04	5,761	52		
Littlestown,			5,037	91	5,153	82	9,287	26	1,042	74		
Lykens Valley,			34,619	40	26,357	32	25,199	65	3,384	21		
Meadville and Linesville,	15,737	37	5,271	52	6,452	97	7,906	66	173	71		
Monongahela Incline Plane,	26,649	43										
Mont Alto,			[6]1,476	03	13,160	59	12,457	80				
Montrose,	600	00	7,703	04			11,411	95	3,823	03		
New Brighton, and New Castle,	160,010	72	2,330	76	1,945	98	2,970	19				
New Castle and Beaver Valley,	7,162	90	63,184	62	37,049	31	17,200	62	4,096	02		
New Castle and Butler,			3,530	35								
New York, Chicago and St. Louis,	340,295	93	919,514	36	723,038	93	363,280	60	153,217	78		
New York, Lake Erie and Western,	2,058,555	79	16,358,077	74								
New York, Lake Erie and Western Coal,	102,389	90	24,776	81	36,122	26	11,139	41	600	09		
New York, Pennsylvania and Ohio,	103,311	40										
New York, Pittsburgh and Chicago,	767	75			[1]1,387	96	[3]5,408	30				
North and West Branch,	138,260	36										
North-East Pennsylvania,			[6]19,347	51			10,427	24				

[1] Includes cars. [2] Paid to other parties for use of locomotives, cars, fuel, wages of engineers and firemen, &c. [3] Includes buildings. [4] Includes "rights of way, &c." [5] State taxes. [6] Includes motive power.

TABLE L.—EXPENSES DURING THE YEAR—Continued.

NAME OF COMPANY.	Charged to cost of road, real estate and equipment.	Charged to conducting transportation.	Charged to maintenanse of motive power.	Charged to maintenance of way.	Charged to maintenance of way.
Northern Central,		$865,218 50	$637,196 97	$489,587 17	$331,600 09
Penn Gas Coal Company's Youghiogheny,		2,570 38	4,260 89	9,531 39	
Pennsylvania,	$1,488,798 95	6,159,732 20	4,950,742 89	3,398,654 28	2,437,785 44
Pennsylvania and New York,			251,671 41	496,131 90	
Pennsylvania Company,	[1]84,000 00				
People's,		431 21	3,236 39	5,223 03	
Perkiomen,	1,727 63	71,622 28	62,455 19	53,019 68	
Philadelphia and Baltimore Central,	2,108 64				
Philadelphia and Erie,		802,652 21	659,812 10	498,349 97	241,251 59
Philadelphia and Reading,		6,766,577 14	2,972,437 91	3,510,949 45	1,898,421 81
Philadelphia and Trenton,	155,630 06	802,890 45	510,894 86	304,693 76	160,726 04
Philadelphia, Germantown and Chestnut Hill,		32,547 47	16,439 78	19,725 47	
Philadelphia, Newtown and New York,		24,141 63	32,840 44	33,836 14	
Philadelphia, Wilmington and Baltimore,	6,210 97	1,501,140 45	1,095,496 67	826,654 11	475,155 67
Pickering Valley,	433 61				
Pine Creek,			[3]149,649 54	[4]153,856 48	
Pittsburgh and Castle Shannon,		124,606 86	866 24	8,059 24	
Pittsburgh and Connellsville,	753,541 25	381,050 26	417,728 06	208,069 19	176,674 96
Pittsburgh and Lake Erie,	108,186 03	190,106 69	167,807 51	231,505 76	138,492 00
Pittsburgh and Western,	824,606 63	[2]293,807 18		83,590 85	67,537 68
Pittsburgh, Chartiers and Youghiogheny,	82,498 13		[3]4,936 17	[4]7,011 36	
Pittsburgh, Cincinnati and St. Louis,	193,244 97	983,002 53	799,995 79	428,965 43	385,595 32
Pittsburgh, Fort Wayne and Chicago,		2,453,744 98	1,714,801 58	866,652 01	642,948 89
Pittsburgh Junction,	1,342,961 91	392 16	35 00	477 49	
Pittsburgh, McKeesport and Youghiogheny,	148,400 00	58,224 86	64,376 46	115,815 21	36,445 93
Pittsburgh Southern,		30,370 99	32,740 61	22,598 98	5,874 01
Pomeroy and Newark,		5,374 78	4,042 63	27,674 69	999 56

Pottsville and Mahanoy,	126,547	35										
Reading and Columbia,	57,599	66	73,805	08	124,094	36	95,118	65	1,838	00		
Reading and Pottsville,	36,550	06										
Rochester and Pittsburgh,	1,391,102	71	266,650	97	170,352	93	267,271	80	61,814	95		
Salisbury,			6,312	15	4,325	24	8,024	94	1,077	47		
Shamokin Valley and Pottsville,			79,406	52	80,587	12	36,340	22	9,755	69		
Sharon,	3,887	04										
Sharpsville,	312	49	17,046	33			9,796	01				
Shenango and Allegheny,	121,470	86	57,095	40	11,112	24	32,095	50	9,425	95		
Somerset and Cambria,			20,880	31	16,288	01	29,781	44	10,205	05		
South Mountain,			11,860	85	2,407	42	6,410	40	2,582	58		
Southern Pennsylvania,			6,101	27	6,225	82	7,454	38				
South-West Pennsylvania,	79,174	64										
State Line and Sullivan,			2,873	75	4,088	66	5,939	63	935	44		
Stony Creek,	397	34	14,185	32	17,996	89	15,313	00				
Tioga,	2,533	02	59,359	57	59,800	90	66,605	19	17,734	19		
Tyrone and Clearfield,	302,297	88										
Tionesta Valley,	10,000	00	6,612	54	6,157	81	8,740	60				
Warren and Farnesworth Valley,			4,059	08	3,796	32	4,150	63	282	39		
Waynesburg and Washington,	3,880	18	5,788	50	9,973	53	13,593	48	1,515	57		
Western Maryland,			159,899	43	120,888	87	72,661	49	26,755	55		
Western Pennsylvania,	20,512	43										
West Penn and Shenango Connecting,	9,171	34			[3]3,347	34	[4]7,409	32				
Wheeling, Pittsburgh and Baltimore,			25,262	20	45,405	54	33,830	78	17,079	01		
Williamsport and North Branch,	152,477	18	5,723	33	2,670	26	344	12	145	51		
Wilmington and Northern,	73,376	13	68,750	25	82,210	68	82,218	70	15,272	77		
York and Peach Bottom,	16,418	30	[5]12,801	96			23,416	90	[6]5,881	21		
Total,	$14,680,351	43	$49,104,779	27	$23,998,108	00	$19,133,829	99	$8,596,251	23		

[1] For passenger and freight cars. [2] Includes motive power. [3] Includes cars. [4] Includes buildings. [5] Reported "operating trains." [6] Includes locomotives.

NOTE.—For continuation of expenses and total of same see succeeding pages.

TABLE L.—EXPENSES DURING THE YEAR—Continued.

NAME OF COMPANY.	General expenses.	Total operating expenses.	Total expenses.	Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
Addison and Northern Pennsylvania,	$2,190 87	$52,611 49	$52,611 49		$1,267 70
Allegheny Valley,	78,623 66	1,323,657 99	1,323,657 99	61.98	5,100 80
Allentown,	[1]916 26	[2]	916 26		
Bachman Valley,	450 00	14,391 78	14,391 78		
Baltimore and Philadelphia,	1,236 65	46,903 35	46,903 35		2,345 17
Bangor and Portland,	[3]12,708 00	54,688 50	87,488 50	88.90	2,187 54
Barclay,	101 65	56,583 00	57,981 69	71.46	3,486 32
Bedford and Bridgeport,			3,718 20		
Beech Creek, Clearfield and South-Western,		66,297 71	66,297 71	78.42	
Bell's Gap,		65,213 88	65,705 26	481 3/16	2,103 67
Berlin,	766 03	11,728 43	11,728 43	1.66	1,348 09
Berlin Branch,	86 91	1,566 80	1,616 80		480 57 1/7
Bradford, Bordell and Kinzua,	3,029 23	66,960 06	68,492 61	95.75	1,495 31
Bradford, Eldred and Cuba,	3,087 60	68,921 47	72,032 26	75.46	1,283 69
Buffalo, New York and Philadelphia,	143,365 64	1,742,634 91	2,243,608 05	71	2,627 77
Catasauqua and Fogelsville,	5,788 72	43,530 04	43,530 04	59.90	1,707 06
Chartiers,	2,358 23	95,089 99	[4]103,819 90	63.27	4,561 50
Cleveland and Pittsburgh,	124,637 76	1,722,313 73	[5]1,840,820 44	66.26	7,712 66
Colebrookdale,	[1]502 41		1,044 15		
Colebrook Valley,	41,239 61	44,899 10	44,899 10	67.554	2,759 96
Columbia and Port Deposit,	[6]6,053 63	169,141 18	169,141 18		
Connecting,			87,258 61		
Corning, Cowanesque and Antrim,	105,728 36	431,910 00	431,910 00	71.68	4,694 67
Cornwall,	7,700 93	50,620 68	108,911 83	65.20	2,674 61
Cornwall and Lebanon,	11,087 86	13,008 60	13,008 60	29.526	2,419 30
Cumberland Valley,	17,874 04	554,994 10	608,554 14	72.234	6,768 22
Delaware and Hudson,		1,187,467 66	1,336,035 41	59	11,792 13

Delaware, Lackawanna and Western,	63,976	44	3,403,994	80	[7]4,367,319	92	54.50	16,216	44
Dillsburg and Mechanicsburg,	573	52	23,719	46	23,719	46			
Dunkirk, Allegheny Valley and Pittsburgh,			300,919	94	302,411	84	107.58	3,321	41
East Brandywine and Waynesburg,	[8]3,142	67	45,297	67	45,297	67			
East Broad Top,	5,614	88	66,133	89	66,133	89	77.31	2,204	46
Elmira and Williamsport,	8,719	33	508,457	68	508,457	68	67.68	6,734	54
Erie and Pittsburgh,	8,973	26	394,164	63	394,164	63	81.98	4,666	32
Evergreen,			7,103	91	7,103	91			
Fort Pitt Incline Plane,	6,847	48	6,847	48	9,006	92	66.98		
Frankford and Holmesburg,			12,982	93	12,982	93			
Gettysburg and Harrisburg,	6,844	55	36,027	14	36,027	14		1,464	50
Greenlick Narrow Gauge,	97	20	4,703	28	6,221	45	107	1,119	83
Hanover and York,			66,255	74	66,990	24			
Hanover Junction, Hanover and Gettysburg,	2,273	22	76,263	23	94,892	78	80.25	1,074	13
Harrisburg and Potomac,	4,933	57	51,568	01	60,098	24	200	1,251	65
Huntingdon and Broad Top Mountain,	[9]26,788	54	184,624	76	204,223	83	55.35	2,284	96
Ironton,	665	34	12,998	25	12,998	25	43.41	1,009	57
Jamestown and Franklin,			93,103	11	93,103	11	61.90	1,821	98
Junction,	3,500	00			142,434	77			
Keystone,					[10]				
Lake Shore and Michigan Southern,	982,415	61	9,133,521	65	9,133,521	65	61.53	7,553	78
Lawrence,	6,259	12	115,600	24	115,600	24	56.62	5,245	02
Lehigh and Lackawanna,	2,500	00	54,293	96	54,293	96			
Lehigh Valley,	350,888	29	5,246,072	79	7,318,888	04			
Lewisburg and Tyrone,	[6]3,107	14	117,542	28	228,203	62			
Ligonier Valley,	1,358	62	9,720	50	21,229	08	44.75	925	76
Little Saw-Mill Run,	3,985	10	35,618	07	59,646	87	71.30	11,872	69
Little Schuylkill Navigation,	4,229	66	[11]25,053	00	29,282	66			
Littlestown,	[12]742	64	21,264	37	21,264	37	97.50	2,238	34
Lykens Valley,	1,141	97	90,702	55	90,702	55	59.20	4,535	13
Meadville and Linesville,	3,804	77	23,609	63	[13]39,347	00			
Monongahela Incline Plane,					13,870	62			
Mont Alto,	880	39	27,974	81	27,974	81	96		
Montrose,	2,971	25	25,909	27	26,509	27	91.90	946	76
Mount Oliver Incline,	22,502	76			22,502	76			
Mount Pleasant and Broad Ford,	937	80			937	80			
New Brighton and New Castle,	251	84	7,498	77	[14]167,509	49	22.59	597	98

[1] Includes State taxes. [2] Road leased, and operating expenses paid by lessee. [3] Coupons due January 1. [4] Includes $8,729 91 paid for hire of equipment. [5] Includes $118,506 71 for lease of Pittsburgh, Fort Wayne and Chicago railway and interest on improvements. [6] Interest on equipment, &c. [7] Includes only the transportation department in Pennsylvania. [8] Rents and interest on equipment. [9] Expenses at Philadelphia office, including salaries, lawyers' fees, insurance, and State taxes. [10] No data for railroad; all included in accounts of Keystone Coal Company, owner of the road. [11] Rent of East Mahanoy railroad. [12] Including interest on equipment. [13] From February 1 to December 31, 1884. [14] From August 18 to December 31, 1884.

TABLE L.—EXPENSES DURING THE YEAR—Continued.

NAME OF COMPANY.	General expenses.		Total operating expenses.		Total expenses.		Per cent. of operating expenses to earnings.	Expenses per mile of road operated.	
New Castle and Beaver Valley,	$7,086	03	$128,616	60	$128,616	60	47.673	$8,631	91
New Castle and Butler,			3,530	35	3,530	35			
New York, Chicago and St. Louis,	180,460	83	2,339,512	50	2,679,808	43	72.94	4,473	08
New York, Lake Erie and Western,					23,413,683	92			
New York, Lake Erie and Western Coal,	2,015	94	74,654	51	177,035	41	51.28		
New York, Pennsylvania and Ohio,	[1]62,680	03	[2]61,134	10	227,125	53			
New York, Pittsburgh and Chicago,	11,502	88	18,299	14	19,067	09		1,829	91
New York, Susquehanna and Western,			600,707	23	600,707	23			
North and West Branch,					138,260	36			
North-East Pennsylvania,	258	90	30,033	65	30,033	65			
Northern Central,	39,244	11	2,362,846	84	2,362,846	84	61.15	16,998	90
Penn Gas Coal Company's Youghiogheny,			16,362	66	16,362	66		1,671	13
Pennsylvania,	628,191	52	17,575,106	33	19,063,905	28			
Pennsylvania and New York,	652,823	67			1,400,626	98			
Pennsylvania Coal,					[3]				
Pennsylvania Company,	204,034	69			288,034	69			
People's,	5,929	23			14,819	86			
Perkiomen,	9,879	77	196,976	92	198,704	55	66.12	5,116	28
Philadelphia and Baltimore Central,					2,108	64			
Philadelphia and Erie,			2,202,065	87	2,202,065	87	60.20	7,646	06
Philadelphia and Reading,	11,057,209	31	[4]26,055,595	62	[4]26,055,595	62	[5]86.70	[6]18,607	52
Philadelphia and Trenton,	28,251	70	1,807,456	81	1,963,086	87			
Philadelphia, Germantown and Chestnut Hill,			68,712	72	[7]68,712	72			
Philadelphia, Newtown and New York,	5,467	24	96,285	45	96,285	45	127.00	4,606	95
Philadelphia, Wilmington and Baltimore,	66,698	26	3,965,145	16	3,971,356	13			
Pickering Valley,	476	70			910	31			
Pine Creek,	62,383	60	365,889	62	365,889	62	79.50	4,878	53

Pittsburgh and Castle Shannon,	16,317	92	150,750	26	150,750	26	86.00	25,150	04
Pittsburgh and Connellsville,	69,172	21	1,252,694	68	2,006,235	93	54.58	7,287	35
Pittsburgh and Lake Erie,	81,314	47	809,226	43	917,412	46	67.80	11,397	55
Pittsburgh and Western,	39,878	31	484,814	02	1,309,420	65	70.77	2,050	82
Pittsburgh, Chartiers and Youghiogheny,	29,752	62	41,700	15	124,198	28	89.07	2,743	43
Pittsburgh, Cincinnati and St. Louis,	126,448	97	2,724,008	04	2,917,253	01	67.48	13,592	85
Pittsburgh, Fort Wayne and Chicago,	385,233	91	6,063,380	37	[8]6,324,528	75	65.98	12,913	45
Pittsburgh Junction,	9	85	914	50	1,343,876	41	. . . . .	. . . . .	
Pittsburgh, McKeesport and Youghiogheny,	19,543	66	291,406	12	442,806	12	49.77	4,596	21
Pittsburgh Southern,	3,843	02	95,427	61	95,427	61	85.18	1,781	69
Pomeroy and Newark,	[9]935	68	39,077	34	39,077	34	. . . . .	. . . . .	
Pottsville and Mahanoy,	. . . . .		. . . . .		126,547	35	. . . . .	. . . . .	
Reading and Columbia,	46,124	06	340,980	15	398,579	81	86.36	4,882	30
Reading and Pottsville,	. . . . .		. . . . .		36,550	06	. . . . .	. . . . .	
Rochester and Pittsburgh,	60,891	06	826,981	71	2,218,084	42	77.00	2,891	00
Salisbury,	1,776	91	21,516	71	21,516	71	69.37	1,793	06
Shamokin Valley and Pottsville,	4,810	58	210,900	13	210,900	13	48.17	7,532	15
Sharon,	. . . . .		. . . . .		3,887	01	. . . . .	. . . . .	
Sharpsville,	1,767	61	28,609	95	28,922	44	88.55	1,296	91
Shenango and Allegheny,	11,078	83	120,807	92	242,278	78	64.95	2,013	46
Somerset and Cambria,	2,884	14	80,038	95	80,038	95	60.26	1,774	70
South Mountain,	2,555	26	25,816	51	25,816	51	. .	1,452	00
Southern Pennsylvania,	476	09	20,257	56	20,257	56	77.00	844	06
South-West Pennsylvania,	. . . . .		. . . . .		79,174	64	. . . .	. . . .	
State Line and Sullivan,	. . . . .		13,837	48	[10]13,837	48	$67\frac{1}{6}$	576	56
Stony Creek,	4,091	20	51,586	42	51,983	76	76.83	4,662	22
Tioga,	9,875	13	213,374	98	215,908	00	57.64	3,058	18
Tionesta Valley,	7,039	00	28,549	95	38,549	95	90.00	906	35
Tyrone and Clearfield,	. .		. . . . .		302,297	88	. . . . .	. . . . .	
Warren and Farnesworth Valley,	2,093	38	14,381	80	14,381	80	88.00	898	86
Waynesburg and Washington,	3,623	04	34,494	12	38,374	30	74.80	1,231	93
Western Maryland,	27,544	62	407,749	96	407,749	96	65.14	. . . .	. .
Western Pennsylvania,	. . . . .		. . . . .		20,512	43	. . . .	. . . .	
West Penn and Shenango Connecting,	10,278	81	21,035	47	30,206	81	84.30	1,073	24

[1] Expenses of organization. [2] Operating expenses prior to 1st May, 1883, when the road was leased to the New York, Lake Erie and Western Railroad Company. [3] This company's accounts are those of a mining company solely, to which the operations of the railroad are a mere incident, and no report can be given showing the financial condition of the road alone. The total expenses of the company, including preparing, loading, and unloading coal, &c., were $488,355 19. [4] After deducting $150,000 for proportion of materials received from Central Railroad Company of New Jersey on account of lease May 29, 1883. [5] Including steam colliers and coal barges. [6] Not including steam colliers and coal barges. [7] From June 11 to December 31, 1884. [8] Includes $261,148 38 paid Cleveland and Pittsburgh railroad on account of division of joint earnings. [9] Interest on equipment, &c. [10] From January 1 to April 30, 1884, when the road was leased to the Pennsylvania and New York Canal and Railroad Company.

TABLE L.—EXPENSES DURING THE YEAR—Continued.

NAME OF COMPANY.	General expenses.		Total operating expenses.		Total expenses.		Per cent. of operating expenses to earnings.	Expenses per mile of road operated.	
Wheeling, Pittsburgh and Baltimore,	$6,697	25	$128,274	78	$128,274	78	90.40	$3,983	69
Williamsport and North Branch,	3,354	42	12,237	64	164,714	82	. . . .	. .	
Wilmington and Northern,	[1]33,150	91	281,603	31	354,979	44	[2]79.99	[2]3,177	69
York and Peach Bottom,	7,255	93	49,356	00	65,774	30	89.78	1,233	90
Total,	$16,144,924	37	$100,972,405	35	$139,231,224	82	. . . . .	. . . . .	. .

[1] Includes $4,795 34 taxes. [2] Not including taxes.

NOTE.—Companies left out of this and the preceding table have not reported expenses. The roads of most of them are leased and their expenses included in the reports of the lessees.

TABLE M.—EXPRESS COMPANIES AND UNITED STATES MAILS.

NAME OF COMPANY.	Names of Express Companies that Run on the Road.	Compensation received from Express Companies.	Compensation received from United States for transportation of mails per mile per annum.
Addison and Northern Pennsylvania,	United States,	25 cents per 100 pounds going north, 20 cents per 100 pounds going south.	$440 86 per quarter.
Allegheny Valley,	Adams,	40 per cent. of gross receipts,	23,933 81.
Bachman Valley,	Adams,		54 72 per mile.
Bangor and Portland,	Delaware, Lackawanna and Western.	33⅓ per cent. of the earnings,	42 75 per mile.
Barclay,			661 48 per annum.
Baltimore and Philadelphia,			878 52 per annum.
Beech Creek, Clearfield and Southwestern.	American.		
Bell's Gap,			1,012 74.
Berlin,	Baltimore and Ohio.		
Berlin Branch,	Adams,	Included in report of H. J., H. and G. R. R.,	77 05 per quarter.
Bradford, Bordell and Kinzua,	United States,	Paying about 1½ first-class rates on goods carried.	42 75 per mile per annum.
Bradford, Eldred and Cuba,	United States,		118 06 per month.
Buffalo, Bradford and Pittsburgh,	United States,	Contract with N. Y., L. E. and W.	
Buffalo, New York and Philadelphia,	American,	Per classification per weight,	32,072 22.
Catasauqua and Fogelsville,	Philadelphia and Reading Railroad Company's Express.	One third of gross receipts.	
Chartiers,	Adams,	40 per cent. of gross receipts from all business,	92 34 per mile per annum.
Cleveland and Pittsburgh,	Adams,	40 per cent. of gross receipts from general merchandise and money business, and 70 per cent. for oyster business.	37,262 74.
Colebrook Valley,	Adams.		
Corning, Cowanesque and Antrim,	American,	10 to 18 cents per 100 pounds,	4,416 56 per annum.
Cornwall,	Philadelphia and Reading,	75 per cent. of proceeds,	240 24 per annum.
Cornwall and Lebanon,	Adams.		
Cumberland Valley,	Adams,		8,450 48 per annum.
Delaware and Hudson,	United States and Canada, and Delaware, Lackawanna and Western.	D., L. and W., half the gross receipts,	1,965 51.
Delaware, Lackawanna and Western,	Delaware, Lackawanna and Western.	$2,600 per month,	20,000 per annum.

TABLE M.—EXPRESS COMPANIES AND UNITED STATES MAILS—Continued.

NAME OF COMPANY.	Names of Express Companies that Run on the Road.	Compensation received from Express Companies.	Compensation received from United States for transportation of mails per mile per annum.
Dunkirk, Allegheny Valley and Pittsburgh.	American,	Stated sum per diem and various rates on excess weight.	5,378 44 per annum.
East Broad Top,			1,285 04 per annum.
Elmira and Williamsport,	Adams.		
Erie and Pittsburgh,	Adams,	40 per cent. of gross receipts from general merchandise and money business, and 70 per cent. on oyster business.	7,653 56 per annum.
Gettysburg and Harrisburg,	Adams,	10 and 20 cents per 100 pounds.	
Hanover Junction, Hanover and Gettysburg.	Adams,	18 cents per 100 pound,	2,064 per annum.
Harrisburg and Potomac,	Adams,	10 cents per 100 pounds,	Compensation fixed by U. S. Government.
Huntingdon and Broad Top Mountain,	Adams,	22 cents per 100 pounds,	3,622 88 per annum.
Jamestown and Franklin,	American.		
Jefferson,	United States.		
Junction,	Adams,	80 cents per car per mile,	2,160 per annum.
Lake Shore and Michigan Southern,	American and United States,	American pays $168 per day for 24,000 pounds through freight between Buffalo and Cleveland, and from 10 cents to $1 25 for 100 pounds for way. United States pays $250 per day for 16,000 pounds through freight between Cleveland and Chicago, and 25 cents to $1 25 per 100 pounds for way.	
Lawrence,	Adams,	40 per cent. for gross receipts and general merchandise and money business, and 70 per cent. for oysters.	892 12 per annum.
Lehigh and Lackawanna,	Philadelphia and Reading,	Regular rates,	42 75 per mile per annum.
Lehigh Valley,	Adams and P. and R.		
Ligonier Valley,			456 12 per annum.
Littlestown,	Adams,	Rates arranged by P. R. R.,	P. R. R.
Lykens Valley,	Adams,		901 60 per annum.
Mont Alto,	Adams,	40 per cent. of transportation,	1,001 64 per annum.
Montour,	American.		
Montrose,	Adams,	One sixth of gross receipts,	1,182 47 per annum.

Mount Pleasant and Broad Ford,	Baltimore and Ohio,		443 88.
New Castle and Beaver Valley,	Adams,	40 per cent. of gross receipts for general merchandise and money business, and 70 per cent. for oyster business.	1,512 66 per annum.
New York, Chicago and St. Louis,	American,	Terms between Cleveland and Chicago, 6 cents per ton per mile; between Cleveland and Buffalo, $200 per month. Between Cleveland and Chicago, $69 26 on weight per mile per annum.	
New York, Lake Erie and Western Coal.	United States,	Under contract with New York, Lake Erie and Western Railroad Company.	
New York, Pittsburgh and Chicago,	Adams,	10 cents per 100 pounds,	656 per annum.
North-East Pennsylvania,			518 47 for the year.
Northern Central,	Adams,	At a fixed percentage of gross receipts,	216 52 per mile.
Penn Gas Coal Company's Youghiogheny.			334 80 per annum.
Pennsylvania,	Adams.		
Perkiomen,	This company transacts its own express business.		1,639 72 per annum.
Philadelphia and Erie,	Adams.		
Philadelphia and Reading,	P. and R. R. transacts its own express business.		79,369 70.
Philadelphia and Trenton,	Adams.		
Philadelphia, Newtown and New York	This company operates its own express business.		1,158 52.
Philadelphia, Wilmington and Baltimore.	Adams.		
Pine Creek,	American,	10 to 18 cents per 100 pounds,	4,967 96 per annum.
Pittsburgh and Castle Shannon,			257 36 per annum.
Pittsburgh and Connellsville,	Baltimore and Ohio,	Receipts, $83,581 21,	16,703 04 per annum.
Pittsburgh and Lake Erie,	American,	$45 per day,	10 467 48 per annum.
Pittsburgh and Western,	P. and W. and U. S.,		13,731 53 per annum.
Pittsburgh, Cincinnati and St. Louis,	Adams,	40 per cent. of gross receipts from all sources except oyster traffic; 70 per cent. from oyster traffic.	1,051 34 per mile per annum.
Pittsburgh, Fort Wayne and Chicago,	Adams,	40 per cent. of gross receipts from all sources except oyster traffic; 70 per cent. from oyster traffic.	187,971 43 per annum.
Pittsburgh, McKeesport and Youghiogheny.	American,	$15 per day,	Not adjusted.
Pittsburgh Southern,	Baltimore and Ohio,		892 19 per annum.
Reading and Columbia,	P. and R. R. R. Company,		3,063 80 per annum.
Rochester and Pittsburgh,	American.		

TABLE M.—EXPRESS COMPANIES AND UNITED STATES MAILS—Continued.

Name of Company.	Names of Express Companies that Run on the Road.	Compensation received from Express Companies.	Compensation received from United States for transportation of mails per mile per annum.
Salisbury,	Baltimore and Ohio.		
Shamokin Valley and Pottsville,	Adams,	At a fixed percentage of gross receipts,	$42 75 per mile.
Sharpsville,	United States.		
Shenango and Allegheny,	United States,	25 cents per 100 pounds,	2,478 34 per annum.
Slate Ridge and Delta,	Adams,	40 per cent. of gross receipts.	
Somerset and Cambria,	Baltimore and Ohio,		1,933 38 for the year.
South Mountain,	Adams,	10 and 20 cents per 100 pounds,	777 51.
Southern Pennsylvania,	Adams,		938 78 per annum.
State Line and Sullivan,	Company transacts its own express.		500 20.
Stony Creek,			440 32.
Tioga,	United States,	From 10 to 25 cents per 100 pounds,	66 69 per mile; branches, $42 75 per mile.
Tionesta Valley,	Adams,	15 cents per 100 on packages of 20 pounds and over; 5 cents per packages under 20 pounds.	523 24 per annum.
Warren and Farnesworth Valley,	Adams,	10 cents per 100 pounds for through shipment,	447 59 per annum.
Waynesburg and Washington,	Adams,	25 cents per 100 pounds and $20 per month on account of messenger.	1,857 84 per annum.
Western Maryland,	Adams,		8,028 72 per annum for local mail; $15,758 50 per annum for fast mail service.
West Penn and Shenango Connecting,	United States,	25 cents per 100 pounds.	
Wheeling, Pittsburgh and Baltimore,	Baltimore and Ohio,		3,144 89 for the year.
Williamsport and North Branch,	Philadelphia and Reading,	Pay per centage of gross receipts,	245 36 per annum.
Wilmington and Northern,	Adams,		3,124 16 per annum.
York and Peach Bottom,	Adams,	Local freight, 24 cents per 100 pounds; foreign, 12 cents per 100 pounds.	162 75 per month.

NOTE.—Companies left out of this table have not reported express or mail contracts.

TABLE N.—ACCIDENTS.

Fig. 1 denotes from causes beyond their own control. Fig. 2 denotes from their own misconduct or carelessness.

Name of Company.	Passengers.				Employees.				Others.				Total.	
	Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.	Injured.
	1	2	1	2	1	2	1	2	1	2	1	2		
Allegheny Valley,				1	2		3	1		9		6	11	11
Arnot and Pine Creek,										1			1	
Baltimore and Philadelphia,												1		1
Beech Creek, Clearfield and South-Western,							1							1
Bell's Gap,								1				1		2
Berlin,										1			1	
Bradford, Bordell and Kinzua,	4		27			1	5	2					5	34
Bradford, Eldred and Cuba,			4	1			2	2				1		10
Buffalo, Bradford and Pittsburgh,					1		3	9		1	2	2	2	16
Buffalo, New York and Philadelphia,													20	30
Catasauqua and Fogelsville,										1			1	
Chartiers,								2		2		4	2	6
Cleveland and Pittsburgh,			2			3	1	2					3	5
Colebrook Valley,								1						1
Corning, Cowanesque and Antrim,						1	3	17	1		1		2	21
Cumberland Valley,				1		2						1	2	2
Delaware and Hudson,						3	3			5		4	8	7
Delaware, Lackawanna and Western,						14	2	55		21		20	35	77
Dunkirk, Allegheny Valley and Pittsburgh,			1				1	8	1			3	1	13
East Broad Top,							1	1						2
Elmira and Williamsport,								8		1		4	1	12
Erie and Pittsburgh,							3			1		5	1	8
Frankford and Holmesburg,								1						1
Gettysburg and Harrisburg,										1			1	
Huntingdon and Broad Top Mountain,							3	3		1		3	1	9
Jefferson,					1		8	10				1	1	19
Junction,										1		1	1	1
Lake Shore and Michigan Southern,				1			3	6		3		9	3	19
Lawrence,							2			1		1	1	3
Lehigh Valley,						22		20		23		25	45	45
Lykens Valley,							2							2

TABLE N.—ACCIDENTS—Continued.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Monongahela Incline Plane,		1		1				2
New Castle,						1		1
New Castle and Beaver Valley,				2		1		3
New York, Chicago and St. Louis,			1	1				2
New York, Lake Erie and Western,	[1]3	[1]33	[1]48	[1]313	[1]72	178	123	424
New York, Lake Erie and Western Coal,			4		1	1	1	5
New York, Pennsylvania and Ohio,		1	1	2		3	6	6
New York, Susquehanna and Western,			2	1	1	3 2	6	5
Northern Central,		10	2	17 13		7	9	47
Pennsylvania,	6	14 19	8 62	118 548		104	191	180 890
Pennsylvania and New York,		1	1	3 1	23	2	4	6 29
Pennsylvania Coal,				1	8	3	7	4 15
Perkiomen,						2		2
Philadelphia and Baltimore Central,				1	1			1 1
Philadelphia and Erie,	1	1 1		6 7	64	17	22	24 95
Philadelphia and Reading,	2	1 6	24	6 47	14	6 67	6 41	105 115
Philadelphia and Trenton,		3	3	2 7	11	11	1 13	16 35
Philadelphia, Germantown and Chestnut Hill,		2		1	1		1	5
Philadelphia, Wilmington and Baltimore,	4	1		6		23	3	33 4
Pine Creek,		1		2	13			2 14
Pittsburgh and Castle Shannon,							1	1
Pittsburgh and Connellsville,			4	18 2	5	1 21	6	44 13
Pittsburgh and Lake Erie,			2	2 2	4	5	5	9 11
Pittsburgh and Western,		5	1	4	3			1 12
Pittsburgh, Chartiers and Youghioghney,				3	1	1		5
Pittsburgh, Cincinnati and St. Louis,		2	2	2 5	7	12	6	16 20
Pittsburgh, Fort Wayne and Chicago,	1	13 2	2	6 37	72	36	38	45 162
Pittsburgh, McKeesport and Youghiogheny,			2	1	1	2	4	5 5
Pittsburgh Southern,	1							1
Reading and Columbia,		1		1	6		1	1 8
Rochester and Pittsburgh,	1	2 2	3	2 5	1			6 10
Shamokin Valley and Pottsville,			3	7		3	2	6 9
Shenango and Allegheny,				3 4		2	2	2 9

Somerset and Cambria,										1			1	
South Mountain,					2								2	
Stony Creek,								3		1			1	3
Tioga,								3		1		1	1	4
Western Maryland,						3	1	6				6	3	13
Wheeling, Pittsburgh and Baltimore,					1					1			2	
Williamsport and North Branch,												2		2
Wilmington and Northern,				1		1	2	15				4	1	22
York and Peach Bottom,										1			1	
Total,	7	16	111	50	113	173	324	1,292	83	403	13	545	815	2,365

[1] The report of the company does not show what proportion of these accidents was from causes beyond the control of the persons killed or injured.

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Addison and Northern Pennsylvania,				$242,700 00	$500,000 00
Allegheny Valley,	$2,166,500 00	$2,166,500 00	$2,166,500 00	2,166,500 00	2,166,500 00
Allentown,	1,268,844 47	1,268,844 47	1,268,844 47	1,268,844 47	1,268,844 47
Arnot and Pine Creek,			255,000 00	255,000 00	255,000 00
Bachman Valley,	66,792 31	66,792 31	66,792 31	66,792 31	66,792 31
Bald Eagle Valley,	550,000 00	850,050 00	850,050 00	850,050 00	935,000 00
Baltimore and Cumberland Valley,		76,700 00	76,700 00	76,700 00	76,700 00
Baltimore and Cumberland Valley Extension,		230,000 00	270,000 00	270,000 00	270,000 00
Baltimore and Philadelphia,				3,000,000 00	3,000,000 00
Bangor and Portland,		47,000 00	125,000 00	121,000 00	121,100 00
Barclay,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Bedford and Bridgeport,	599,650 00	599,650 00	599,650 00	599,650 00	599,650 00
Beech Creek, Clearfield and South Western,					4,307,000 00
Bellefonte and Snow Shoe,	600,000 00				
Bellefonte, Nittany and Lemont,					300,000 00
Bellevue Incline Plane,					1,500 00
Bell's Gap,	325,000 00	350,000 00	350,000 00	550,000 00	550,000 00
Berlin,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Berlin Branch,	42,741 09	43,101 42	43,104 44	43,192 32	43,194 40
Bethlehem and Belvidere,		10,000 00	10,000 00	10,000 00	10,000 00
Big Level,					5,742 00
Big Level and Kinzua,					7,505 00
Bradford,			100,000 00	100,000 00	
Bradford, Bordell and Kinzua,		250,000 00	250,000 00	250,000 00	250,000 00
Bradford, Bordell and Smethport,		100,000 00	100,000 00	100,000 00	100,000 00
Bradford, Eldred and Cuba,			480,000 00	480,000 00	480,000 00
Bradford, Richburg and Cuba,		3,100 00	3,100 00	3,100 00	31,000 00
Brandy Camp,	25,000 50	25,000 50	50,000 00	50,000 00	
Brockwayville and Punxsutawney,				250,000 00	
Brownsville and New Haven,		60,000 00			
Buffalo, Bradford and Pittsburgh,		2,286,400 00	2,286,400 00	2,286,400 00	2,286,400 00
Buffalo, New York and Philadelphia,	2,125,650 00	2,343,100 00	7,000,000 00	20,319,069 47	20,319,522 07
Buffalo, Pittsburgh and Western,		10,107,050 00	10,108,000 00		
Catasauqua and Fogelsville,	426,900 00	426,900 00	426,900 00	426,900 00	426,900 00
Catawissa,	4,359,500 00	4,359,500 00	4,359,500 00	4,359,500 00	4,359,500 00
Central Pennsylvania,					70,000 00
Chartiers,	647,313 00	647,800 00	647,850 00	647,850 00	647,850 00

Cherry Grove,									10,000	00
Chester Creek,	185,000	00	185,000	00	185,000	00	185,000	00	185,000	00
Chester and Delaware River,	39,550	00	39,550	00	39,550	00	39,550	00	39,550	00
Chester Valley,	871,900	00	871,900	00	871,900	00	871,900	00	871,900	00
Chestnut Hill,	120,650	00	120,650	00	120,650	00	120,650	00	120,650	00
Clarion, Mahoning and Pittsburgh,							37,920	00		
Clearfield, Chest Creek and Western,							30,000	00		
Cleveland and Pittsburgh,	11,233,400	00	11,233,650	00	11,235,400	00	11,235,800	00	11,235,950	00
Colebrookdale,	297,215	00	297,215	00	297,215	15	297,215	15	297,215	00
Colebrook Valley,									400,000	00
Columbia and Port Deposit,	497,100	00	497,100	00	497,100	00	497,100	00	497,100	00
Connecting,	1,278,300	00	1,278,300	00	1,278,300	00	1,278,300	00	1,278,300	00
Corning, Cowanesque and Antrim,	1,900,000	00	1,900,000	00	2,000,000	00	2,000,000	00	2,000,000	00
Cornwall,	300,000	00	300,000	00	300,000	00	300,000	00	300,000	00
Cornwall and Lebanon,									200,000	00
Cornwall and Mt. Hope,									100,000	00
Cumberland Valley,	1,777,850	00	1,777,850	00	1,777,850	00	1,777,850	00	1,777,850	00
Danville and Riverside,	3,790	00	3,790	00	3,790	00	3,790	00	3,790	00
Danville and Shamokin,	26,710	00	26,710	00	26,710	00	26,710	00	26,710	00
Delaware and Hudson,	20,000,000	00	20,000,000	00	20,000,000	00	20,000,000	00	23,500,000	00
Delaware and Western,	248,400	00	250,000	00	250,000	00				
Delaware, Lackawanna and Western,	26,200,000	00	26,200,000	00	26,200,000	00	26,200,000	00	26,200,000	00
Delaware River and Lancaster,							16,380	00	21,964	00
Dillsburg and Mechanicsburg,	52,564	06	53,437	17	53,993	37	54,093	37	54,650	00
Driftwood and Western,							45,000	00		
Dunkirk, Allegheny Valley and Pittsburgh,	1,300,000	00	1,300,000	00	1,300,000	00	1,300,000	00	1,300,000	00
East Brandywine and Waynesburg,	155,450	00	155,450	00	155,450	00	155,450	00	155,450	00
East Broad Top,	549,248	00	549,248	00	549,248	00	796,448	00	796,448	00
East Mahanoy,	392,550	00	392,550	00	392,550	00	392,550	00	392,550	00
East Pennsylvania,	1,709,550	00	1,709,550	00	1,709,550	00	1,709,550	00	1,709,550	00
Ebensburg and Cresson,	42,000	00	42,000	00	42,000	00	42,000	00	42,000	00
Edgewood,	15,000	00	15,000	00	15,000	00	15,000	00	15,000	00
Elmira and Williamsport,	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00
Emlenton, Shippenville and Clarion,	150,000	00	150,000	00						
Erie and Pittsburgh,	1,101,550	00	1,101,550	00	1,101,550	00	1,101,550	00	1,101,550	00
Erie and Wyoming Valley,									1,590,000	00
Evergreen,			250,000	00	250,000	00	25,000	00	25,000	00
Fayette County,	125,395	71	125,395	71	125,395	71	125,395	71	125,395	71
Fort Pitt Incline Plane,									60,000	00
Foxburg, St. Petersburg and Clarion,	97,817	50	97,817	50						
Frankford and Holmesburg,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Geneva, Hornellsville and Pine Creek,	382,175	00								
Germantown and Chestnut Hill,	50,000	00								

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Germantown, Norristown and Phœnixville,					$150,000 00
Gettysburg and Harrisburg,				$250,000 00	250,000 00
Gold and Driftwood,				17,600 00	
Greenlick Narrow Gauge,	$31,650 00	$31,650 00	$31,650 00	31,650 00	31,650 00
Hanover Junction, Hanover and Gettysburg,	116,850 00	116,850 00	116,850 00	116,850 00	116,850 00
Hanover Junction and Susquehanna,	97,577 21				
Hanover and York,	207,300 00	207,350 00	213,150 00	220,750 00	220,750 00
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,182,550 00	1,182,550 00	1,182,550 00	1,182,550 00	1,182,550 00
Harrisburg and Potomac,	379,165 20	379,165 20	379,165 20	379,165 20	379,165 20
Harrisburg and Western,					150,180 00
Huntingdon and Broad Top Mountain,	2,127,100 00	3,189,450 00	3,351,550 00	3,352,700 00	3,353,250 00
Huntingdon, Franklin and Fulton,	1,867 00				
Ironton,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Jamestown and Franklin,	601,310 52	601,310 50	601,310 52	601,310 50	601,810 50
Jefferson,	2,096,050 00	2,096,050 00	2,096,050 00	2,096,050 00	2,096,050 00
Jersey Shore, Pine Creek and Buffalo,	500,000 00	500,000 00	500,000 00	500,000 00	(Pine Cree k.)
Junction,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Karns City and Butler,	75,000 00	75,000 00			
Kendall and Eldred,	150,000 00	150,000 00	1,500,000 00	1,500,000 00	
Kensington and Tacony,					2,500 00
Kinzua,			100,000 00	100,000 00	
Lake Shore and Michigan Southern,	50,000,000 00	50,000,000 00	50,000,000 00	50,000,000 00	50,000,000 00
Lancaster and Reading Narrow Gauge,	82,720 00	82,720 00	82,720 00	82,720 00	82,720 00
Lawrence,	450,000 00	450,000 00	450,000 00	450,000 00	500,000 00
Lehigh and Lackawanna,	375,100 00	375,100 00	375,100 00	375,000 00	375,100 00
Lehigh Valley,	27,603,101 00	27,603,101 00	27,603,150 00	27,603,150 00	32,954,920 00
Lewisburg and Tyrone,	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00
Ligonier Valley,	61,000 00	61,000 00	66,000 00	100,000 00	
Litttle Saw-Mill Run,	100,000 00	100,000 00	135,800 00	138,650 00	144,375 00
Littlestown,	34,850 00	34,850 00	34,850 00	34,850 00	34,850 00
Little Schuylkill Navigation,	2,646,100 00	2,646,100 00	2,646,100 00	2,487,850 00	2,487,850 00
Lock Haven and Clearfield,	25,000 00	25,000 00	25,000 00	25,000 00	
Lykens Valley,	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Martin's Creek and Stroudsburg,					20,000 00
McKean and Buffalo,	387,800 00	388,200 00	4,000,000 00	4,000,000 00	
Meadville and Linesville,			125,000 00		200,000 00
Mifflin and Centre County,	167,775 00	167,775 00	167,775 00	167,775 00	167,775 00

Mill Creek and Mine Hill Navigation,	323,375	00	323,375	00	323,375	00	323,375	00	323,375	00
Mine Hill and Schuylkill Haven,	4,022,500	00	4,022,500	00	4,022,500	00	4,022,500	00	4,022,500	00
Monongahela Incline Plane,	75,000	00	75,000	00	100,000	00	100,000	00	100,000	00
Mont Alto,	110,000	00	110,000	00	110,000	00	110,000	00	110,000	00
Montour,									100,000	00
Montrose,	306,335	85	306,335	85	306,948	21	306,948	21	304,900	00
Moshannon and Clearfield,	10,000	00	10,000	00	10,000	00	10,000	00		
Mount Carbon and Port Carbon,	282,350	00	282,350	00	282,350	00	282,350	00	282,350	00
Mount Oliver Inclined Plane,	31,064	00	31,296	00	31,616	16	31,616	00	31,616	00
Mount Pleasant and Broad Ford,	150,650	00	150,500	00	150,500	00	150,500	00	150,500	00
Mount Pleasant and Latrobe,							6,500	00	6,500	00
Nesquehoning Valley,	1,300,000	00	1,300,000	00	1,300,000	00	1,300,000	00	1,300,000	00
New Brighton and New Castle,									250,000	00
New Castle,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
New Castle and Beaver Valley,	605,000	00	605,000	00	700,000	00	700,000	00	700,000	00
New Castle and Butler,									20,000	00
New Castle and Oil City,	339,414	87	600,000	00						
New Haven and Youghiogheny,									12,500	00
Newry,	11,925	00	11,925	00	11,925	00	11,925	00	11,925	00
New York, Chicago and St. Louis,			35,000,000	00	50,000,000	00	50,000,000	00	50,000,000	00
New York, Lake Erie and Western,	86,536,900	00	86,536,900	00	86,536,900	00	85,240,500	00	85,240,500	00
New York, Lake Erie and Western Coal,					500,000	00	500,000	00	500,000	00
New York, Pennsylvania and Ohio,	45,000,000	00	45,000,000	00	45,000,000	00	45,000,000	00	45,000,000	00
New York, Pittsburgh and Chicago,									99,775	00
New York, Susquehanna and Western,									21,000,000	00
Nittany Valley and Southern,									10,000	00
North and West Branch,					1,500,000	00	1,500,000	00	1,500,000	00
North-East Pennsylvania,	81,550	00	81,550	00	81,550	00	81,550	00	81,550	00
Northern Central,	5,842,000	00	5,842,000	00	6,500,000	00	6,500,000	00	6,500,000	00
North Pennsylvania,	4,399,750	00	4,401,000	00	4,401,950	00	4,556,500	00	4,556,550	00
Oil City and Chicago,					2,500,000	00				
Oil City and Ridgway,	86,550	00	300,000	00	86,550	00	86,550	00		
Olean, Bradford and Warren,							1,500,000	00		
Parker and Karns City,	150,000	00	150,000	00						
Peach Bottom,	226,060	40	226,012	40						
Pennsylvania,	68,870,200	00	77,672,750	00	85,301,300	00	92,619,750	00	94,777,850	00
Pennsylvania and Martin's Creek,									6,000	00
Pennsylvania and New York,	5,061,700	00	5,061,700	00	5,061,700	00	5,061,700	00	5,061,700	00
Pennsylvania Schuylkill Valley,							2,700,000	00	3,750,000	00
Pennsylvania and Western,					100,000	00	100,000	00	100,000	00
Pennsylvania Coal,	5,000,000	00	5,000,000	00	5,000,000	00	5,000,000	00	5,000,000	00
Pennsylvania Company,	12,000,000	00	20,000,000	00	20,000,000	00	20,000,000	00	20,000,000	00
People's,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Perkiomen,	$38,040 00	$38,040 00	$38,040 00	$38,040 00	$38,040 00
Philadelphia and Baltimore Central,	220,606 11	220,606 11	2,495,650 00	2,495,650 00	2,495,650 00
Philadelphia and Chester County,	25,200 00	750,000 00	505,950 00		
Philadelphia and Erie,	9,413,700 00	9,413,700 00	9,415,000 00	9,415,000 00	9,415,000 00
Philadelphia and Lehigh Valley,					40,000 00
Philadelphia and Merion,	1,250 00	1,250 00			
Philadelphia and Reading,	34,278,175 28	34,278,175 28	34,383,175 28	34,734,675 28	34,768,425 28
Philadelphia and Trenton,	1,259,100 00	1,259,100 00	1,259,100 00	1,259,100 00	1,259,100 00
Philadelphia, Germantown and Chestnut Hill,					1,000,000 00
Philadelphia, Germantown and Norristown,	2,246,900 00	2,246,900 00	2,246,900 00	2,246,900 00	2,246,900 00
Philadelphia, Newtown and New York,	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00
Philadelphia, Wilmington and Baltimore,	11,585,750 00	11,795,050 00	11,795,050 00	11,794,850 00	11,818,350 00
Pickering Valley,	95,655 00	95,655 00	95,655 00	95,655 00	95,655 00
Pine Creek,					999,000 00
Pittsburgh and Castle Shannon,	478,950 00	480,200 00	480,200 00		481,400 00
Pittsburgh and Connellsville,	1,944,400 00	1,944,400 00	1,956,091 05	1,956,091 05	1,956,091 05
Pittsburgh and Lake Erie,	1,923,449 83	2,039,250 00	2,050,000 00	2,050,000 00	2,050,000 00
Pittsburgh and Western,		6,000,000 00	6,000,000 00	7,250,000 00	7,250,000 00
Pittsburgh, Bradford and Buffalo,	7,071,800 00	544,380 00	544,380 00		
Pittsburgh, Buffalo and Rochester,	1,000 00	1,000 00	1,000 00	10,000 00	
Pittsburgh, Cincinnati and St. Louis,	8,437,200 00	8,437,200 00	8,437,200 00	8,437,200 00	8,437,200 00
Pittsburgh, Chartiers and Youghiogheny,					593,600 00
Pittsburgh East End,					10,800 00
Pittsburgh, Fort Wayne and Chicago,	26,485,185 71	27,413,185 71	28,114,285 71	28,114,200 00	28,114,285 71
Pittsburgh, McKeesport and Youghiogheny,					3,000,000 00
Pittsburgh Southern,	300,000 00	300,000 00	700,000 00	700,000 00	700,000 00
Pittsburgh, Virginia and Charleston,	1,293,185 07	1,501,900 00	1,511,080 00	1,504,592 57	
Plymouth,	12,050 00	12,050 00	12,050 00	12,050 00	12,050 00
Point Breeze,	7,200 00	7,200 00	7,200 00	7,200 00	7,200 00
Pomeroy and Newark,	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Reading and Columbia,	958,268 09	958,268 09	958,268 09	958,268 09	958,268 09
Reading and Lebanon,					16,500 00
Reading and Pottsville,					35,135 00
Rew City and Eldred,			111,000 00	111,000 00	111,000 00
Richburg,		3,100 00	3,100 00	3,100 00	

Ridgway and Clearfield,							150,000	00	430,000	00		
Ridgway and Oil City,							18,050	00	18,050	00		
Riegelsville,									5,000	00		
River Front,			180,000	00	216,000	00	216,000	00	216,000	00		
Rochester and Pittsburgh,					10,000,000	00	20,000,000	00	20,000,000	00		
Salisbury,	104,250	00	104,250	00	117,800	00	117,800	00	117,800	00		
Schuylkill River, East Side,									2,000	00		
Schuylkill River, West Side,									1,500	00		
Schuylkill Valley Navigation,	276,050	00	576,050	00	576,050	00	576,050	00	576,050	00		
Selinsgrove and North Branch,	70,094	91										
Shamokin, Sunbury and Lewisburg,							1,000,000	00	1,000,000	00		
Shamokin Valley and Pottsville,	869,450	00	869,450	00	869,450	00	869,450	00	869,450	00		
Sharpsville,	350,000	00	317,465	00	317,465	00	350,000	00	350,000	00		
Sharon,	253,000	00	335,950	00	367,050	00	367,650	00	371,500	00		
Sheffield and Spring Creek,									3,000	00		
Shenango and Allegheny,			200,000	00	200,000	00			200,000	00		
Sherrick Run,							50,000	00	50,000	00		
Sinnemahoning and Sheffield,							19,500	00	19,500	00		
Slate Ridge and Delta,	200	00	270	00	2,700	00	2,700	00	2,700	00		
Somerset and Cambria,					500,000	00	500,000	00	500,000	00		
South Mountain,	200,000	00	200,000	00	200,000	00	200,000	00				
South Pennsylvania,			72,345	00	72,345	00	256,800	00	398,000	00		
Southern Pennsylvania,	800,000	00	800,000	00	800,000	00	800,000	00	800,000	00		
South-West Pennsylvania,	546,150	00	546,150	00	546,150	00	546,150	00	546,150	00		
State Line and Sullivan,	1,000,000	00	1,000,000	00	990,000	00	990,000	00	990,000	00		
Stony Creek,	176,100	00	176,100	00	176,100	00	176,100	00	176,100	00		
Sunbury and Lewistown,			164,000	00			39,000	00	39,000	00		
Sunbury, Hazleton and Wilkes-Barre,	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00		
Susquehanna and Clearfield,	17,500	00	17,500	00	17,500	00	240,000	00	280,000	00		
Susquehanna and Delaware River,					37,350	00	71,450	00	77,000	00		
Tioga,	580,900	00	580,900	00	580,900	00	580,900	00	580,900	00		
Tionesta and Clarion,									45,600	00		
Tionesta Valley,									100,000	00		
Tresckow,	130,000	00	130,000	00	130,000	00	130,000	00	130,000	00		
Turtle Creek and Allegheny river,									25,000	00		
Tyrone and Clearfield,	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00		
Warren and Farnesworth Valley,					75,000	00	75,000	00	75,000	00		
Waynesburg and Washington,	101,048	82	101,317	32	101,789	97	101,364	97				
West Chester,	165,000	00	165,000	00								
West Chester and Philadelphia,	821,300	00	821,300	00								
West Penn and Shenango Connecting,									500,000	00		
Western Maryland,	682,250	00	682,250	00	682,050	00	682,050	00	682,750	00		
Western Pennsylvania,	1,022,450	00	1,022,450	00	1,022,450	00	1,022,450	00	1,022,450	00		

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
Wheeling, Pittsburgh and Baltimore,	$500,000	00	$500,000	00	$500,000	00	$500,000	00	$500,000	00
Williamsport and North Branch,							309,900	00	377,600	00
Wilmington and Northern,	1,278,050	00	1,278,050	00	1,278,050	00	1,278,050	00	1,278,050	00
Wind Gap and Delaware,			10,000	00	10,000	00	*50,000	00	50,000	00
Youghiogheny and Elizabeth,									5,000	00
Youghiogheny Northern,							400,000	00	400,000	00
Total,	$541,299,669	59	$609,327,342	11	$611,612,056	25	$694,033,553	10	$726,322,549	79

* Reported $100,000 by the company, and so printed in the report of this department for 1883, but should have been $50,000—2,000 shares having been issued with $25 paid on each share, the par value being $50.

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

Name of Company.	1880.	1881.	1882.	1883.	1884.
Addison and Northern Pennsylvania,				$761,000 00	$802,497 96
Allegheny Valley,	$27,511,915 48	$28,473,777 44	$29,392,100 50	30,170,978 09	31,213,560 19
Allentown,	19,436 71	15,305 06	11,470 06	8,584 23	6,876 87
Bachman Valley,	61,543 10	62,784 33	61,533 10	61,533 10	59,288 72
Bald Eagle Valley,	400,000 00	396,000 00	392,000 00	388,000 00	384,000 00
Baltimore and Cumberland Valley,		75,318 00	75,732 05	72,800 00	72,800 00
Baltimore and Cumberland Valley Extension,		260,000 00	230,000 00	230,000 00	230,000 00
Baltimore and Philadelphia,				[1]4,865,000 00	[1]4,865,000 00
Bangor and Portland,		85,000 00	181,632 45	181,100 00	214,000 00
Barclay,	91,100 00	100,500 00	100,000 00	100,000 00	100,000 00
Beech Creek, Clearfield and South Western,					1,867,500 00
Bedford and Bridgeport,	1,245,000 00	1,266,000 00	1,332,500 00	1,392,698 45	1,451,500 00
Bellefonte and Snow Shoe,	65,338 00				
Bellefonte, Nittany and Lemont,					300,000 00
Bell's Gap,	325,000 00	350,000 00	350,000 00	550,000 00	544,500 00
Berlin Branch,	40,017 20	41,818 35	43,174 57	44,868 46	46,857 26
Bradford, Bordell and Kinzua,		10,673 28	400,220 50	521,307 33	555,576 33
Bradford, Eldred and Cuba,			657,976 39	685,489 08	717,858 48
Bradford, Richburg and Cuba,		57,400 00	187,200 00	187,200 00	
Brandy Camp,		1,500 00			
Buffalo, Pittsburgh and Western,		7,945,129 89	8,013,327 82		
Buffalo, New York and Philadelphia,	4,465,411 12	4,475,699 79	11,996,950 80	22,899,085 69	26,516,722 26
Buffalo, Bradford and Pittsburgh,		580,000 00	580,000 00	580,000 00	580,000 00
Catasauqua and Foglesville,	138,000 00	138,000 00	138,000 00	138,000 00	138,000 00
Catawissa,	1,802,350 00	1,802,350 00	1,802,350 00	1,802,350 00	1,802,350 00
Chartiers,	500,570 00	500,000 00	500,000 00	500,000 00	500,000 00
Cherry Grove,					10,000 00
Chester Creek,	191,297 67	191,297 67	185,000 00	185,000 00	185,000 00
Chester and Delaware River,	195,100 99	195,100 99	195,100 99	195,100 99	195,100 99
Chester Valley,	1,756,900 00	885,000 00	867,500 00	867,500 00	500,000 00
Clarion, Mahoning and Pittsburgh,			16,129 69	31,729 69	
Cleveland and Pittsburgh,	5,064,343 63	5,120,343 63	5,339,343 63	5,225,343 63	5,321,343 63
Colebrookdale,	672,895 59	712,826 87	734,509 91	726,999 90	732,135 48
Colebrook Valley,					84,944 45
Columbia and Port Deposit,	2,334,830 00	2,403,780 00	2,476,195 00	2,604,470 00	2,692,810 00

[1] Stated at £1,000,000 sterling in company's report.

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
Connecting,	$1,069,653	29	$1,103,160	46	$1,213,188	15	$1,416,529	59	$1,503,688	20
Corning, Cowanesque and Antrim,	375,000	00	300,000	00	225,000	00	1,250,000	00	1,250,000	00
Cornwall,							12,000	00	50,866	34
Cornwall and Mount Hope,									87,178	55
Cornwall and Lebanon,									259,488	27
Cumberland Valley,	352,300	00	352,300	00	352,000	00	357,300	00	270,500	00
Danville and Shamokin,			138	88						
Danville and Riverside,	159	21	218	23	218	23	268	23	318	23
Delaware and Hudson,	[1]19,837,000	00	[1]19,837,000	00	[1]18,763,000	00	[1]18,763,000	00	[1]15,378,000	00
Delaware, Lackawanna and Western,	5,677,900	00	4,044,900	00	4,044,900	00	4,044,900	00	4,044,900	00
Delaware River and Lancaster,	[2]1,150	00	[2]1,335	00	[2]2,004,268	00	[2]1,335	00	[2]2,001,109	00
Dillsburg and Mechanicsburg,	136,282	43	136,282	43	132,489	15	125,221	12	100,000	00
Dunkirk, Allegheny Valley and Pittsburgh,	3,466,703	77	3,453,158	12	3,429,810	08	3,415,415	44	3,426,314	30
East Brandywine and Waynesburg,	534,468	56	556,991	06	580,553	06	626,723	17	656,387	77
East Broad Top,	636,815	00	671,465	00	671,465	00	555,112	97	551,171	91
East Pennsylvania,	495,900	00	495,900	00	495,900	00	495,900	00	495,900	00
Ebensburg and Cresson,	80,000	00	80,000	00	80,000	00	80,000	00	80,000	00
Edgewood.	19,534	64	19,532	64	19,532	64	19,532	64	19,532	64
Elmira and Williamsport,	1,620,000	00	1,620,000	00	1,570,000	00	1,570,000	00	1,570,000	00
Emlenton, Shippenville and Clarion,	159,225	42	156,046	16						
Erie and Pittsburgh,	3,311,565	18	3,311,233	18	3,299,898	95	3,306,886	41	3,306,886	35
Erie and Wyoming Valley,									2,045,000	00
Evergreen,	150	00			25,000	00	5,146	04	32,089	56
Fort Pitt Incline Plane,									31,100	00
Foxburg, St. Petersburg and Clarion,	69,540	89	68,055	85						
Frankford and Holmesburg,	50,000	00	50,000	00	50,000	00	50,000	00	50,000	00
Geneva, Hornellsville and Pine Creek,	60,000	00								
Gettysburg and Harrisburg,							250,000	00	333,522	98
Greenlick and Narrow Gauge,					2,230	16	2,590	62	3,977	30
Hanover Junction, Hanover and Gettysburg,	223,000	00	218,000	00	218,000	00	208,000	00	218,000	00
Hanover Junction and Susquehanna,	131,611	92								
Hanover and York,	185,000	00	185,000	00	179,200	00	174,600	00	174,600	00
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	700,000	00	700,000	00	700,000	00	700,000	00	700,000	00
Harrisburg and Potomac,	518,200	00	587,115	60	712,384	76	898,587	17	929,760	33
Huntingdon and Broad Top Mountain,	2,484,600	00	2,399,395	00	2,399,395	00	2,399,395	00	2,399,395	00
Ironton,	210,083	79	203,233	61						
Jamestown and Franklin,	1,959,852	87	1,971,566	17	1,970,509	05	835,000	00	1,963,920	17

Jefferson,	2,300,000	00	2,300,000	00	2,300,000	00	2,300,000	00	2,300,000	00		
Jersey Shore, Pine Creek and Buffalo,	329,335	36	342,106	50	2,475,363	51	3,613,355	60	(Pine Creek.)			
Junction,	740,000	00	740,000	00	725,000	00	725,000	00	725,000	00		
Karns City and Butler,	127,900	00	127,900	00								
Kendall and Eldred,	14,778	04	18,006	57								
Lake Shore and Michigan Southern,	35,665,000	00	36,915,000	00	44,392,000	00	42,942,000	00	46,192,000	00		
Lancaster and Reading, (narrow gauge,)	355,000	00	350,000	00	350,000	00	350,000	00	350,000	00		
Lawrence,	350,000	00	355,000	00	355,000	00	355,000	00	355,000	00		
Lehigh and Lackawanna,	601,047	66	601,047	66	601,047	66	601,047	66	601,111	66		
Lehigh Valley,	25,304,000	00	25,163,000	00	25,013,000	00	24,854,000	00	24,686,000	00		
Lewisburg and Tyrone,	119,006	77	183,512	20	245,477	73	247,614	35	358,275	69		
Ligonier Valley,	55,037	29	48,984	62	43,484	59	52,889	10	55,011	19		
Little Saw-Mill Run,	110,000	00	124,542	83	139,000	00	153,000	00	183,253	46		
Little Schuylkill Navigation,	456,000	00	440,000	00	432,000	00						
Littlestown,	59,953	04	59,343	81	59,326	27	57,615	98	56,639	10		
Lock Haven and Clearfield,					25,000	00						
McKean and Buffalo,	437,196	68	423,850	25								
Meadville and Linesville,					173,985	00			150,000	00		
Mifflin and Centre County,	200,000	00	200,000	00	200,000	00	200,000	00	200,000	00		
Monongahela Incline Plane,					44,000	00	105,475	57	132,660	62		
Mont Alto,	125,000	00	125,000	00	125,000	00	125,000	00	125,000	00		
Montrose,	44,900	00	44,900	00	44,900	00	30,200	00	20,000	00		
Moshannon and Clearfield,			13,000	00	26,018	84	86,000	00				
Mount Carbon and Port Carbon,					62,400	00						
Mount Oliver Incline,	55,833	33	55,833	33			49,900	00	45,000	00		
Muncy Creek,			221,800	00								
Nesquehoning Valley,	100,915	43	100,915	43	100,915	43	100,915	43	102,117	56		
New Brighton and New Castle,									320,399	04		
New Castle,	11,254	13	8,035	00	4,915	00	3,500	00	7,950	00		
New Castle and Oil City,	739,563	46	712,900	76								
Newry,	10,810	06	10,810	06	12,573	27	25,131	72	25,131	72		
New York, Chicago and St. Louis,					16,852,701	30	22,709,241	28	22,896,000	00		
New York Lake Erie and Western,	67,173,744	85	67,165,665	95	70,267,137	65	75,267,136	90	82,159,842	24		
New York, Lake Erie and Western Coal,					2,124,515	52	2,202,598	32	3,152,517	74		
New York, Pennsylvania and Ohio,	87,500,000	00	87,866,351	94	92,168,810	80	94,714,005	59	96,120,898	30		
New York, Pittsburgh and Chicago,									5,977,808	00		
New York, Ridgway and Pittsburgh,					29,120	00	35,867	61				
New York, Susquehanna and Western,									8,178,111	45		

[1] Debt of canal and railroad. [2] The reports of this company in relation to its funded debt have been contradictory. In 1880, it reported "no bonds issued." In 1881, it reported "no funded debt." In 1882, it reported a funded debt of $2,000,000. In 1883, it again reported "no funded debt." In 1884, it a second time reported a funded debt of $2,000,000.

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
North and West Branch,			$1,500,000 00	$1,517,580 09	$1,568,800 24
North-East Pennsylvania,	$330,284 68	$340,217 88	362,700 82	382,696 10	397,448 73
Northern Central,	15,462,000 00	15,378,000 00	15,379,000 00	15,346,000 00	15,253,000 00
North Pennsylvania,	7,159,224 75	7,156,656 96	7,141,819 08	7,140,492 88	7,121,437 65
Oil City and Chicago,			1,685,671 27		
Oil City and Ridgway,	39,875 00	71,427 43	58,049 81	58,049 81	15,000 00
Parker and Karns City,	26,000 00	26,000 00			
Peach Bottom,	644,108 00	563,600 00			
Pennsylvania,	56,713,300 00	54,344,820 00	54,051,010 00	56,770,150 00	59,431,690 00
Pennsylvania and Martin's Creek,					510 69
Pennsylvania and New York Canal and Railroad,	3,154,965 51	3,728,495 98	3,733,451 29	4,324,906 93	3,740,838 95
Pennsylvania Schuylkill Valley,				2,700,000 00	3,912,109 03
Pennsylvania and Western,			200,000 00	200,000 00	200,000 00
Pennsylvania Coal,	651,597 52	266,584 86	427,568 83	248,265 83	263,137 42
Pennsylvania Company,	11,496 927 58	16,529,718 82	16,740,475 00	18,466,409 41	19,771,282 05
Pennsylvania, Slatington and New England,	1,100,000 00			937,000 00	1,615,994 00
People's,	33,191 55	33,191 55	33,257 34	33,257 34	33,257 34
Perkiomen,	2,711,669 82	2,713,976 93	2,715,719 18	2,714,808 10	2,727,953 87
Philadelphia and Baltimore Central,	1,500,000 00	1,500,000 00	2,100,000 00	2,162,512 50	2,162,512 50
Philadelphia and Chester County,	52,843 38	74,467 50	205,453 76	255,054 67	
Philadelphia and Erie,	19,190,034 33	19,869,764 49	17,919,000 00	19,488,392 19	19,354,680 00
Philadelphia and Merion,	497 32	6,527 01			
Philadelphia and Reading,	85,212,638 51	84,792,544 63	89,673,444 44	102,721,287 78	106,794,418 20
Philadelphia and Trenton,	21,742 72				1,000,000 00
Philadelphia, Germantown and Chestnut Hill,					700,000 00
Philadelphia, Newtown and New York,	700,000 00	700,000 00	700,000 00	700,000 00	3,637,666 66
Philadelphia, Wilmington and Baltimore,	4,000,500 00	4,076,416 66	3,726,416 66	3,726,416 66	717,352 76
Pickering Valley,	645,691 67	674,337 54	695;769 78	708,302 89	3,781,887 06
Pine Creek,					79.889 36
Pittsburgh and Castle Shannon,	132,802 16	115,993 52	102,608 05	95,285 84	15,020,975 14
Pittsburgh and Connellsville,	14,734,055 37	14,559,804 54	14,409,484 12	14,376,635 19	3,072,607 13
Pittsburgh and Lake Erie,	2,723,554 87	2,901,906 35	3,039,164 18	3,124,397 34	7,192,028 33
Pittsburgh and Western,			4,255,541 19	6,606,542 82	446,860 43
Pittsburgh, Chartiers and Youghiogheny,					
Pittsburgh, Cincinnati and St. Louis,	14,665,454 19	15,272,465 99	15,502,526 00	15,982,557 55	16,020,649 95
Pittsburgh, Bradford and Buffalo,	4,136,064 24	625,517 46	818,778 39		
Pittsburgh, Buffalo and Rochester,	90,189 34	94,000 00	188,000 00	188,000 00	

Pittsburgh East End,										3,839	59
Pittsburgh, Fort Wayne and Chicago,	13,510,000	00	13,510,000	00	13,510,000	00	13,510,000	00	12,510,000	00
Pittsburgh Junction,									1,512,129	70
Pittsburgh, McKeesport and Youghiogheny,							2,250,000	00	2,690,000	00
Pittsburgh Southern,	306,783	92	321,113	07	320,471	76	1,013,484	32	950,000	00
Pittsburgh, Virginia and Charleston,	2,027,678	92	2,355,583	23	2,735,518	59	3,020,600	00		
Plymouth,	274,405	19	274,405	19	274,405	19	274,405	19	274,495	19
Pomeroy and Newark,					55,701	70	75,712	30	47,475	58
Pomeroy and State Line,			18,371	56						
Reading and Columbia,	2,004,166	67	2,004,166	67	2,004,166	67	2,014,166	67	2,263,145	98
Rew City and Eldred,					349	50	1,726	65	1,726	65
Ridgway and Clearfield,							467,036	78	448,459	26
River Front,			183,205	76	289,093	06	296,047	10	296,047	10
Rochester and Pittsburgh,					3,482,000	00	8,537,144	93	11,985,748	87
Salisbury,	162,747	59	150,000	00	150,000	00	150,000	00	150,000	00
Schuylkill River, East Side,									90,649	71
Schuylkill River, West Side,									2,175	41
Selinsgrove and North Branch,	137,000	00					137,000	00		
Shamokin, Sunbury and Lewisburg,							486,958	15	1,618,754	00
Shamokin Valley and Pottsville,	2,006,250	00	2,006,250	00	2,006,250	00	2,000,000	00	2,000,000	00
Sharon,	156,000	00	156,000	00	156,000	00	156,000	00	156,000	00
Sharpsville,	6,635	95			65,500	00	65,000	00	67,742	99
Sheffield and Spring Creek,									21,566	88
Shenango and Allegheny,			1,431,576	48	1,550,543	32			1,481,309	40
Slate Ridge and Delta,							4,500	00		
Somerset and Cambria,	75,000	00	578,766	16	603,419	70	729,278	72	475,000	00
Southern Pennsylvania,	880,640	00	952,250	00	996,000	00	1,011,458	34	1,055,208	34
South Mountain,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
South Pennsylvania,					100,000	00	212,335	24		
South-West Pennsylvania,	962,000	00	962,000	00	962,000	00	962,000	00	962,000	00
State Line and Sullivan,	248,948	09	238,184	33	222,800	00	220,635	75	220,635	75
Stony Creek,	587,953	24	638,495	45	649,635	66	712,619	57	715,532	18
Sunbury and Lewistown,			500,000	00	500,000	00	500,000	00	500,000	00
Sunbury, Hazleton and Wilkes-Barre,	2,508,490	96	2,546,604	61	2,601,604	61	2,600,095	00	2,535,000	00
Susquehanna and Clearfield,					50,275	78	240,000	00	280,666	46
Susquehanna and Delaware River,			48,000	00	5,000	00	8,000	00	12,000	00
Tioga,	629,500	00	629,500	00	629,500	00	629,500	00	629,500	00
Tionesta Valley,									66,631	31
Tresckow,	101,948	71	101,948	71	102,623	93	102,623	93	102,897	51
Tyrone and Clearfield,			39,019	48	68,668	97	1,000,000	00	1,000,000	00
Warren and Farnesworth Valley,					50,561	16	82,378	98	82,520	00
Waynesburg and Washington,	110,535	38	116,199	36	106,125	00	1,029,000	00	98,900	00
West Chester,	75,000	00	175,000	00						

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
West Chester and Philadelphia,	$1,311,961	82	$1,377,512	50						
Western Maryland,	4,205,250	00	4,412,630	88	$4,589,313	53	$4,374,583	20	$4,511,603	37
Western Pennsylvania,	3,126,000	00	3,210,000	00	3,990,000	00	4,300,000	00	4,300,000	00
West Penn and Shenango Connecting,									480,627	65
Wheeling, Pittsburgh and Baltimore,							283,007	75		
Williamsport and North Branch,					5,000	00	13,000	00	91,500	00
Wilmington and Northern,	58,600	00	113,200	00	150,000	00	207,000	00	228,700	00
Wind Gap and Delaware,			6,041	27			9,280	13	10,395	73
York and Peach Bottom,							250,973	23	274,544	03
Total,	$609,211,029	87	$608,970,035	60	$669,238,382	09	$723,512,640	93	$775,438,674	42

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Addison and Northern Pennsylvania,				$482,665 69	$482,665 69
Allegheny Valley,	$24,007,250 62	$24,009,218 24	$24,049,513 30	24,049,540 30	24,049,540 30
Allentown,	1,084,588 55	1,084,691 28	1,084,652 71	1,084,652 71	1,084,652 71
Arnot and Pine Creek,			255,000 00	255,000 00	255,000 00
Bachman Valley,	112,445 54	112,494 13	112,494 13	112,494 13	112,494 13
Bald Eagle Valley,	1,050,000 00	1,350,050 00	1,398,228 94	1,428,667 56	1,428,667 56
Baltimore and Cumberland Valley,		152,018 16	152,432 05	152,432 05	152,432 05
Baltimore and Cumberland Valley Extension,		508,845 00	500,000 00	500,000 00	500,000 00
Bangor and Portland,		132,000 00	289,032 45	320,139 00	335,100 00
Barclay,	622,600 00	622,600 00	622,600 00	622,600 00	622,600 00
Bedford and Bridgeport,	1,421,486 61	1,423,590 61	1,423,606 61	1,423,606 61	1,423,606 61
Beech Creek, Clearfield and South-Western,					5,282,419 58
Bellefonte and Snow-Shoe,	458,181 33				
Bell's Gap,	366,388 80	402,213 25	423,477 22	1,040,220 63	1,034,292 38
Berlin Branch,	75,219 52	75,685 49	75,836 59		76,726 12
Big Level,					5,298 60
Big Level and Kinzua,					6,295 38
Bradford,				168,305 40	
Bradford, Bordell and Kinzua,		274,964 62	278,845 73	580,806 01	581,933 35
Bradford, Bordell and Smethport,		100,000 00	100,000 00	100,000 00	100,000 00
Bradford, Eldred and Cuba,			1,134,022 66	1,138,437 52	1,139,868 31
Bradford, Richburg and Cuba,		57,400 00	187,200 00	187,200 00	
Brandy Camp,				55,000 00	
Buffalo, Bradford and Pittsburgh,		2,866,400 00	2,866,400 00	2,866,400 00	2,866,400 00
Buffalo, New York and Philadelphia,	6,915,756 49				44,199,854 74
Buffalo, Pittsburgh and Western,		15,467,980 83	16,475,019 62		
Catasauqua and Fogelsville,	658,335 59	658,335 59	658,335 59	658,335 59	658,335 59
Catawissa,	6,206,668 08	6,206,668 08	6,206,668 08	6,206,668 08	6,206,668 08
Chartiers,	1,122,336 10	1,122,336 10	1,122,336 10	1,122,336 10	1,122,336 10
Chester and Delaware River,	220,915 21	220,915 21	220,915 21	220,915 21	220,915 21
Chester Creek,	376,297 67	376,297 67	457,100 00	457,100 00	457,100 00
Chester Valley,	1,756,900 00	1,756,900 00			
Chestnut Hill,	120,650 00	120,650 00	120,650 00		
Clarion, Mahoning and Pittsburgh,			16,129 69	69,649 69	

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
Cleveland and Pittsburgh,	$16,225,818	69	$16,306,666	89	$16,878,871	74	$16,878,871	74	$17,056,547	75
Colebrookdale,	668,210	50	668,797	23	671,487	84	671,487	84	672,029	58
Colebrook Valley,									484,944	45
Columbia and Port Deposit,	1,733,411	24	1,733,393	49	2,024,327	16	2,024,327	16	2,024,327	16
Connecting,	2,347,953	29	2,381,460	46	2,491,488	15	2,694,829	59	2,781,988	20
Corning, Cowanesque and Antrim,	2,400,000	00	2,400,000	00	2,500,000	00	4,767,406	37	3,250,000	00
Cornwall,	453,874	80	457,157	54	457,946	31	506,510	39	564,698	04
Cornwall and Lebanon,									459,488	27
Cornwall and Mount Hope,									188,381	62
Cumberland Valley,	1,887,465	95	1,887,465	00	1,902,406	47	1,917,968	92	1,971,528	96
Danville and Riverside,	3,949	21	4,008	23	4,008	23	4,058	23	4,108	23
Danville and Shamokin,	26,710	00	26,848	88	26,710	00	26,710	00	26,710	00
Delaware and Hudson,	4,904,623	95	4,977,369	54	5,012,538	09	5,193,453	17	5,189,660	12
Delaware and Western,	816,821	11	816,821	11	816,821	11	Merged.			
Delaware, Lackawanna and Western,	23,975,932	82	24,540,564	33	25,396,719	14	25,789,872	33	26,753,197	45
Delaware River and Lancaster,			18,535	00	22,803	00	18,505	00	23,073	00
Dillsburg and Mechanicsburg,	166,171	85	166,171	85	183,021	21	181,021	21		
Dunkirk, Allegheny Valley and Pittsburgh,	4,816,039	00	5,019,544	04	4,818,844	04	4,819,157	43	4,820,649	33
East Brandywine and Waynesburg,	537,464	57	537,464	57	535,105	27	535,105	27	535,105	27
East Broad Top,	1,062,267	93	1,077,922	07	1,094,924	59	1,094,792	53	1,094,536	33
East Mahanoy,	392,550	00	392,550	00	392,550	00	392,550	00	392,550	00
East Pennsylvania,	1,884,683	79	1,884,683	79	1,884,683	79	1,884,683	79	1,884,683	79
Ebensburg and Cresson,	122,000	00	122,000	00	122,000	00			122,000	00
Edgewood,	48,172	36	30,172	36	48,172	36	30,172	36	30,172	36
Elmira and Williamsport,	2,620,000	00	2,620,000	00	2,570,000	00	2,570,000	00	2,570,000	00
Emlenton, Shippenville and Clarion,	387,394	88	387,394	88						
Erie and Pittsburgh,	5,076,662	44	5,076,662	44	5,076,662	44	5,076,662	44	5,076,662	44
Erie and Wyoming Valley,									50,000	00
Evergreen,	31,124	98			35,724	98	35,724	98	26,582	98
Fayette County,	130,000	00	130,000	00			130,000	00	130,000	00
Fort Pitt Incline Plane,									93,601	00
Foxburg, St. Petersburg and Clarion,	164,759	08	164,760	08						
Greenlick and Narrow Gauge,	32,876	75	33,377	05	35,484	60	35,484	60	37,002	77
Hanover and York,	392,200	00								
Hanover Junction, Hanover and Gettysburg,	498,511	00	514,897	00	533,156	36	546,566	00	564,583	00
Harrisburg and Potomac,	843,253	88	856,131	72	959,674	98	1,100,616	97	1,108,746	20
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,882,550	00	1,882,550	00	1,882,550	00	1,882,550	00	1,882,550	00

Huntingdon and Broad Top Mountain,	4,398,166	01	4,412,163	23	5,541,032	13	5,573,052	41	5,592,401	48
Huntington, Franklin and Fulton,	2,000	00								
Ironton,	268,000	00	268,000	00	268,000	00	268,000	00	268,000	00
Jamestown and Franklin,	2,530,980	61	2,533,551	73	5,067,110	96	2,538,473	00	2,538,473	84
Jefferson,	4,396,050	00	4,396,050	00	4,396,050	00	4,396,050	00	4,396,050	00
Jersey Shore, Pine Creek and Buffalo,	839,835	56	842,106	50	2,972,887	14	4,095,627	83	(Pine Creek.)	
Junction,	1,062,330	50	1,062,000	50	1,062,000	50	1,062,000	00	1,062,000	50
Karns City and Butler,	221,994	71	222,051	63						
Kendall and Eldred,	173,114	01	180,635	25	180,635	28	180,635	28		
Kensington and Tacony,									414	47
Kinzua,					168,305	40	168,305	40		
Lake Shore and Michigan Southern,	79,978,000	00	80,265,000	00	83,669,000	00	84,000,000	00	84,000,000	00
Lawrence,			807,495	84	808,495	84	820,368	30	830,183	95
Lehigh and Lackawanna,	976,147	66	976,147	66	976,147	66	976,146	66	976,211	66
Lehigh and Susquehanna,	13,982,658	70	14,002,005	11	14,001,634	56	14,305,698	70	14,349,413	73
Lehigh Valley,	32,877,479	66	33,424,541	74	34,224,872	67	34,773,276	68	36,826,554	67
Lewisburg and Tyrone,	1,317,902	74	1,424,352	74	1,445,477	73	1,447,614	35	1,558,275	69
Ligonier Valley,	68,260	13	71,006	86	79,125	38	129,921	23	205,918	81
Little Saw-Mill Run,	139,652	69	184,872	73	206,620	64	234,832	41	342,781	79
Littlestown,	115,616	00	115,616	00	115,616	00	115,616	00	115,616	00
Little Schuylkill Navigation,	1,416,187	80	1,416,187	80	1,416,187	80	1,416,187	00	1,416,187	00
Lock Haven and Clearfield,			7,751	15	7,768	25	7,785	95		
Lykens Valley,	595,767	24	595,767	24	595,767	24	595,767	24	595,767	24
McKean and Buffalo,	839,223	84	839,178	84	839,178	84	838,178	84		
Meadville and Linesville,					26,935	00			349,837	51
Mifflin and Centre County,	269,551	74	269,551	74	269,551	74	269,551	74	365,789	39
Mill Creek and Mine Hill Navigation,			323,045	00	323,045	00			323,045	00
Mine Hill and Schuylkill Haven,									3,977,808	41
Monongahela Incline Plane,	81,327	09	94,170	10	105,159	44	216,913	11	242,895	87
Mont Alto,	320,054	00	327,449	19	333,139	64	366,941	70	366,941	70
Moshannon and Clearfield,	3,487	00	19,620	50	36,093	84	94,612	57		
Montrose,	370,059	32	379,218	01	382,449	31	373,449	31	374,049	31
Montour,									298,800	00
Mount Carbon and Port Carbon,	282,815	45	282,815	45	282,815	45	282,815	45	282,815	45
Mount Oliver Incline,	82,215	53	82,215	53	87,715	53	87,715	53	87,715	53
Mount Pleasant and Broad Ford,	201,669	69	201,616	69	201,669	69	201,669	69	201,669	69
Nesquehoning Valley,	1,400,915	43	1,400,915	43	1,401,045	32	1,401,045	00	1,402,247	45
New Brighton and New Castle,									570,399	04
New Castle and Beaver Valley,	852,632	96	857,632	96	865,413	29	866,001	59	873,164	49
New Castle and Oil City,	56,202	26	1,300,719	66						
Newry,	23,573	71	23,573	71	25,336	92	25,408	44	25,408	44

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
New York, Chicago and St. Louis,			$66,806,198 45	$70,504,635 92	$70,844,931 85
New York, Lake Erie and Western,		$7,213,614 12	8,818,860 71		
New York, Lake Erie and Western Coal,			1,524,280 84	1,873,600 02	1,961,947 67
New York, Pennsylvania and Ohio,		131,775,729 78	135,592,198 78	137,875,368 64	140,337,200 97
New York, Pittsburgh and Chicago,					712,873 62
New York, Ridgway and Pittsburgh,		27,000 00			45,174 71
New York, Susquehanna and Western,					26,300,608 75
North and West Branch,			3,000,000 00	3,017,580 09	3,075,840 45
North-East Pennsylvania,	$291,881 26	292,056 26	292,056 26	306,004 37	306,041 96
Northern Central,	17,351,957 77	17,520.820 23	18,029,911 64	17,019,164 98	18,060,864 53
North Pennsylvania,	10,158,409 70	10,161,461 45	10,270,233 45	11,425,519 98	11,424,760 60
Oil City,			4,077,573 21		
Oil City and Ridgway,	30,000 00	71,427 43	58,049 81	58,049 81	71,427 23
Olean, Bradford and Warren,	140,385 35	141,452 40	141,452 40	141,452 40	
Parker and Karns City,	307,448 28	309,119 35			
Peach Bottom,	73,040 00	74,240 00			
Penn Gas Coal Company's Youghiogheny,					376,387 24
Pennsylvania,	52,450,135 98	56,372,241 48	59,804,269 87	61,828,589 48	62,615,204 39
Pennsylvania and Martin's Creek,					6,510 69
Pennsylvania and New York,					7,827,806 72
Pennsylvania Schuylkill Valley,				3,769,991 08	7,560,181 35
Pennsylvania Coal,	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Pennsylvania, Slatington and New England,					2,833,100 00
People's,	119,982 41	119,982 41	123,869 63	118,406 63	118,406 63
Perkiomen,	2,057,733 28	2,041,008 51	2,055,407 77	2,081,090 61	2,082,818 24
Philadelphia and Baltimore Central,	2,106,826 95	2,106,826 95	4,210.995 38	2,204,153 98	4,206,262 62
Philadelphia and Chester County,	173,862 96	576,056 81	711,084 51	761,192 84	
Philadelphia and Erie,	26,179,698 35	26,186,163 35	26,186,163 35	26,186,163 35	26,185,363 35
Philadelphia and Merion,		7,771 01			
Philadelphia and Reading,	47,556,875 41	47,556,875 41	47,556,875 41	50,689,829 56	50,689,829 56
Philadelphia and Trenton,	1,803,235 50	1,803,235 50	2,075,197 25	2,390,608 65	2,510,412 55
Philadelphia, Germantown and Chestnut Hill,					2,000,000 00
Philadelphia, Germantown and Norristown,	1,507,066 84	1,507,066 84	1,139,078 84		
Philadelphia, Newtown and New York,				1,900,000 00	1,900,000 00
Philadelphia, Wilmington and Baltimore,	13,008,650 21	13,033,044 53	13,852,651 92	13,745,256 22	14,148,962 92
Pickering Valley,	476,342 63	477,205 97	479,766 47	489,292 47	480,726 08
Pine Creek,					4,616,016 35

Pittsburgh and Castle Shannon,	141,900	00	196,635	00	204,927	50	216,427	50	216,427	50
Pittsburgh and Connellsville,	12,489,369	47	12,489,369	47	12,945,743	92	13,454,114	93	14,212,683	64
Pittsburgh and Lake Erie,	4,935,734	97	5,287,498	42	5,588,369	83			5,984,242	52
Pittsburgh and Western,			6,000,000	00	10,023,643	01	14,106,520	25	14,897,826	88
Pittsburgh, Bradford and Buffalo,			1,274,760	00	1,630,364	18				
Pittsburgh, Buffalo and Rochester,	99,546	25			130,424	29	130,424	29		
Pittsburgh, Chartiers and Youghiogheny,									961,487	42
Pittsburgh, Cincinnati and St. Louis,	19,942,902	81	19,979,032	46	19,995,963	34	20,735,953	86	20,799,363	68
Pittsburgh East End,									17,907	34
Pittsburgh, Fort Wayne and Chicago,	39,061,406	86	39,989,406	86	40,688,506	86	40,688,421	15	39,688,421	15
Pittsburgh Junction,									2,054,670	51
Pittsburgh, McKeesport and Youghiogheny,									5,607,813	48
Pittsburgh Southern,	583,702	42	590,022	03	1,017,409	24	1,721,217	57		
Pittsburgh, Virginia and Charleston,	1,836,170	20	2,280,830	07	4,246,598	66	4,415,598	57		
Plymouth,	286,545	19	286,545	19	286,545	19				
Point Breeze,	5,938	29	5,938	29	5,938	29				
Pomeroy and Newark,					500,854	50	502,056	25	502,056	25
Pomeroy and State Line,	500,000	00	500,000	00						
Pottsville and Mahanoy,									126,547	35
Reading and Columbia,	2,356,495	05	2,357,295	92	2,367,161	44	2,371,926	46	2,429,526	12
Reading and Pottsville,									36,550	06
Rew City and Eldred,					111,349	50	112,726	65	112,726	65
Ridgway and Clearfield,							614,498	25	880,592	73
River Front,			361,533	17	505,093	06	512,047	10	512,047	10
Rochester and Pittsburgh,					7,596,585	27	23,029,367	10	24,420,469	81
Salisbury,	231,469	54	235,663	49	237,108	55	243,036	13	243,036	13
Schuylkill Valley Navigation,	576,840	96	576,840	96	576,840	96			576,840	94
Selinsgrove and North Branch,	216,300	00								
Shamokin, Sunbury and Lewisburg,							2,489,108	48	2,616,559	48
Shamokin Valley and Pottsville,	5,751,400	00	4,083,750	00	1,208,050	00	2,875,700	00	2,875,700	00
Sharon,	387,077	31	493,339	26	524,463	68	525,082	54	528,969	59
Sharpsville,	321,281	21			395,340	92	420,776	58	420,206	48
Sheffield and Spring Creek,									24,566	88
Shenango and Allegheny,			1,262,911	17	1,369,829	06			1,843,102	74
Sinnemahoning and Sheffield,									15,000	00
Slate Ridge and Delta,	684	00	2,700	00	2,700	00	2,700	00		
Somerset and Cambria,			1,093,166	16	1,111,120	94	1,302,403	94		
Southern Pennsylvania,	974,065	86	974,065	86	974,065	86	974,065	86	625,000	00
South Mountain,	388,476	63	388,480	63	388,480	63	388,480	63	388,480	63
South-West Pennsylvania,	1,566,038	07	1,763,061	33	1,894,269	49	1,753,416	53	1,532,591	17
State Line and Sullivan.*										

* Purchased at foreclosure sale. Cost unknown to present officers.

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Stony Creek,	$507,646 38	$501,956 83	$503,890 80	$543,707 54	$544,204 88
Sunbury and Lewistown,		164,000 00			
Sunbury, Hazleton and Wilkes-Barre,	3,350,000 00	3,300,000 00	3,300,000 00	3,300,000 00	3,535,109 96
Susquehanna and Clearfield,		3,041 00	67,627 68	409,836 70	560,467 36
Susquehanna and Delaware River,		40,000 00	42,000 00	79,450 00	89,000 00
Tioga,	2,064,830 98	2,092,220 18	2,092,656 38	2,039,906 90	2,022,602 51
Tionesta Valley,					190,000 00
Treskow,	231,948 71	231,948 71	232,623 93	232,623 93	232,897 51
Tyrone and Clearfield,	1,000,000 00	1,000,000 00	1,000,000 00	1,199,329 61	1,595,828 58
Warren and Farnesworth Valley,			134,405 91	168,349 48	168,349 48
Waynesburg and Washington,	164,672 48	179,106 53	186,527 43	191,925 18	195,805 36
West Chester,	230,978 55	230,997 29			
West Chester and Philadelphia,	2,181,146 66	2,220,973 78			
West Chester and Phœnixville,	10,963 11	11,628 78	12,318 02	13,056 50	13,839 89
Western Maryland,	4,538,714 67	4,720,181 48	4,933,350 04	4,803,049 78	4,984,165 10
West Penn and Shenango Connecting,					976,794 71
Western Pennsylvania,	4,008,846 88	4,049,309 09	4,745,315 98	5,408,835 67	5,330,091 07
Wheeling, Pittsburgh and Baltimore,	462,820 00	462,820 00	462,820 00	846,485 74	
Wilcox and Howard Hill Improvement Company	72,428 98				
Williamsport and North Branch,			307,800 00		
Wilmington and Northern,	1,987,300 70	1,475,696 46	1,589,800 91	1,709,414 77	1,780,786 13
Wind Gap and Delaware,		16,041 27		59,280 13	60,395 73
York and Peach Bottom,				501,205 64	517,735 64
Youghiogheny and Elizabeth,					5,000 00
Youghiogheny Northern,				400,000 00	400,000 00
Total,	$575,609,569 28	$743,948,601 14	$852,085,823 44	$900,029,189 44	$975,313,784 35

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

Name of Company.	1880.	1881.	1882.	1883.	1884.
Allegheny Valley,	928,441	992,556	1,080,211	1,076,949	1,019,190
Baltimore and Cumberland Valley,		22,510	47,415	62,205	
Baltimore and Cumberland Valley Extension,			56,223	72,957	134,603
Baltimore and Philadelphia,				44,730	59,686
Bangor and Portland,		4,500	19,240		
Barclay,		16,547	15,463	15,183	18,030
Bellefonte and Snow Shoe,	17,954				
Bell's Gap,	22,254	26,841	41,752	40,667	45,739
Berlin,		4,045	5,794		
Berlin Branch,	4,221	4,319	4,544	4,019	4,877
Bradford, Bordell and Kinzua,		109,324	90,603		
Bradford, Eldred and Cuba,			94,067		
Buffalo, New York and Philadelphia,	236,989	322,197	1,043,613	1,162,363	1,173,439
Buffalo, Pittsburgh and Western,		371,254	450,201		
Catasauqua and Fogelsville,	10,374	10,461	13,278	18,547	14,082
Chartiers,	150,160	163,116	190,563	206,569	237,843
Cleveland and Pittsburgh,	809,505	906,308	1,066,759	1,169,130	1,125,379
Colebrook Valley,					68,174
Corning, Cowanesque and Antrim,	66,903	76,679	101,852		175,621
Cornwall,				61,212	66,362
Cornwall and Lebanon,					60,923
Cumberland Valley,	391,083	452,932	501,943	548,712	689,218
Delaware and Hudson,	161,915	198,147	239,107	272,339	302,627
Delaware and Western,	36,835	42,779	48,267		
Delaware, Lackawanna and Western,	628,121	742,124	846,952	939,404	1,136,666
Dunkirk, Allegheny Valley and Pittsburgh,	124,753	132,166	157,438	132,274	133,610
East Broad Top,	31,177	33,950	40,151	36,973	38,673
Elmira and Williamsport,	159,875	182,027	212,550	222,984	221,635
Emlenton, Shippenville and Clarion,	42,415	5,414			
Erie and Pittsburgh,	166,352	164,247	195,987	221,262	202,583
Evergreen,	33,977	44,957	46,450		
Fort Pitt Incline Plane,					435,219
Foxburg, St. Petersburg and Clarion,	30,512	6,164			
Frankford and Holmesburg,					108,995
Gettysburg and Harrisburg,					118,802
Greenlick Narrow Gauge,	1,256	976	662		
Hanover Junction, Hanover and Gettysburg,	47,964	48,240	57,733	55,506	57,176

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Harrisburg and Potomac,	11,473	9,545	12,821	17,311	22,603
Huntingdon and Broad Top Mountain,	73,338	77,541	87,268	95,723	92,416
Junction,		341,511	2,646,589		
Karns City and Butler,	31,142				
Kendall and Eldred,	357,946	246,122			
Lake Shore and Michigan Southern,	3,250,028	3,669,412	3,996,320	3,879,490	3,645,350
Lawrence,		40,756	53,183	63,361	58,474
Lehigh and Lackawanna,	28,061	33,900	45,490		66,970
Lehigh and Susquehanna,	524,011	600,746	609,251		
Lehigh Valley,	1,277,428	1,465,387	1,786,854		2,259,066
Ligonier Valley,	34,461		34,692	40,964	38,908
Little Saw-Mill Run,			7,092	14,436	16,423
Lykens Valley,	161,045	25,178	28,298	27,538	32,777
McKean and Buffalo,	40,000	36,039			
Meadville and Linesville,		5,332	49,252	61,943	26,775
Monongahela Incline Plane,	539,201	659,057	731,978	793,845	831,383
Mont Alto,	47,818	70,023	72,223	66,537	66,492
Montrose,	11,482	13,458	14,922	14,974	14,450
Mount Oliver Incline,	330,619	383,260	522,475	684,416	748,854
Muncy Creek,		13,315			
New Brighton and New Castle,					25,672
New Castle and Beaver Valley,	121,260	129,190	149,133	159,681	138,648
New Castle and Oil City,		48,844			
New York, Chicago and St. Louis,					475,274
New York, Lake Erie and Western,		6,144,158	6,784,195	6,934,724	5,385,669
New York, Lake Erie and Western Coal,			394	23,323	19,172
New York, Pennsylvania and Ohio,	1,252,058	1,417,526	1,606,463	805,839	
New York, Ridgway and Pittsburgh,			47,870	423,007	
Newry,	45,320				
North-East Pennsylvania,	78,280	76,471	82,493	93,489	106,968
Northern Central,	1,353,233	1,794,368	1,882,473	2,103,708	2,383,741
Oil City and Chicago,			62,745		
Olean, Bradford and Warren,	158,335	156,277			
Parker and Karns City,	43,252				
Peach Bottom,	54,254	45,654			
Pennsylvania,	7,757,910	9,077,714	10,372,894	10,697,474	11,429,776
Pennsylvania and New York,	182,421	212,018	240,336	269,655	

Pennsylvania Coal,	16,794	16,625	20,507	25,157	24,469
Perkiomen,	121,526	128,252	142,755	146,099	159,726
Philadelphia and Baltimore Central,	240,684	223,373			
Philadelphia and Erie,	598,570	775,549	1,047,954	1,045,054	1,070,305
Philadelphia and Reading,	9,822,422	10,561,853	12,027,470	18,195,264	24,011,768
Philadelphia and Trenton,	1,858,974	2,300,856	2,944,881	3,187,783	3,983,556
Philadelphia, Germantown and Chestnut Hill,					554,839
Philadelphia, Newtown and New York,	121,527	187,456	230,128	252,242	310,136
Philadelphia, Wilmington and Baltimore,	2,801,964	3,001,928	4,544,053	4,612,243	5,270,500
Pine Creek,					94,517
Pittsburgh and Castle Shannon,	199,041	212,524	224,468	251,712	264,672
Pittsburgh and Connellsville,	1,106,150	1,321,192	1,529,558		
Pittsburgh and Lake Erie,	354,487	440,414	509,578	554,534	518,843
Pittsburgh and Western,			229,430		
Pittsburgh, Bradford and Buffalo,	356,480	37,386	59,774		
Pittsburgh, Chartiers and Youghiogheny,					36,250
Pittsburgh, Cincinnati and St. Louis,	898,342	1,003,591	1,152,140	1,224,775	1,309,108
Pittsburgh, Fort Wayne and Chicago,	2,597,484	2,837,544	3,093,204	3,126,544	3,278,188
Pittsburgh, McKeesport and Youghiogheny,					191,018
Pittsburgh Southern,	79,814				
Reading and Columbia	233,044	244,749	279,709	310,363	346,600
Rochester and Pittsburgh,			185,160		
Salisbury,	10,945	11,433			
Shamokin Valley and Pottsville,	94,091	120,948	131,127	137,976	139,755
Shenango and Allegheny,		37,249	57,821		92,401
Slate Ridge and Delta,					5,502
Somerset and Cambria,	15,000	44,392	109,264		
South Mountain,	61,638	57,678	59,534	49,790	104,226
Stony Creek,	42,332	57,143	71,011	86,499	105 987
Tioga,	93,527	120,949	152,965	160,891	146,731
Tionesta Valley,					11,711
Warren and Farnesworth Valley,			25,412	19,171	12,006
Waynesburg and Washington,	27,414	33,039	31,923	33,142	33,348
West Chester and Philadelphia,	732,692	966,046			
Western Maryland,	430,366	475,580	545,021	619,845	671,950
West Penn and Shenango Connecting,					33,880
Wheeling, Pittsburgh and Baltimore,	50,799	58,416	56,746		
Williamsport and North Branch,			5,615		
Wilmington and Northern,	124,697	154,730	191,058	240,580	267,650
York and Peach Bottom,				61,855	58,119
Total,	45,026,726	57,270,037	68,255,033	67,976,255	78,632,674

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Addison and Northern Pennsylvania,				12,616	59,482
Allegheny Valley,	2,622,842	3,061,735	3,543,309	3,583,014	3,590,007
Bachman Valley,				58,312	46,219
Baltimore and Cumberland Valley,		19,194	22,367	28,801	
Baltimore and Cumberland Valley Extension,			8,784	17,679	48,890
Baltimore and Philadelphia,	121,534	67,335	38,888	58,637	87,463
Bangor and Portland,		40,879	52,982	56,900	61,816
Barclay,		537,155	484,039	389,481	338,668
Beech Creek, Clearfield and South-Western,					240,736
Bellefonte and Snow Shoe,	86,473				
Bell's Gap,	99,562	107,538	196,151	163,014	215,091
Berlin,			64,031	31,261	16,306
Berlin Branch,	7,005	8,375	7,740	8,483	8,182
Bradford, Bordell and Kinzua,		38,005	25,011	26,522	16,170
Bradford, Eldred and Cuba,			58,382	37,882	35,449
Buffalo, Pittsburgh and Western,		747,824	953,494		
Buffalo, New York and Philadelphia,	1,378,625	1,266,739	1,549,088	2,627,959	2,376,534
Catasauqua and Foglesville,	433,958	439,729	426,297	370,184	234,966
Chartiers,	214,173	289,361	293,829	426,473	543,770
Cleveland and Pittsburgh,	1,969,230	2,481,592	2,538,759	2,635,634	2,413,456
Colebrook Valley,					195,954
Corning, Cowanesque and Antrim,	666,936	827,503	849,379	1,218,217	1,797,496
Cornwall,	434,918	519,838	647,200	720,832	738,363
Cornwall and Lebanon,					271,946
Cumberland Valley,	447,126	550,811	613,425	711,814	645,168
Delaware and Hudson,	2,847,752	3,372,952	3,569,231	3,842,393	3,804,628
Delaware, Lackawanna and Western,	5,269,359	6,520,037	6,901,912	7,036,692	7,366,036
Dillsburg and Mechanicsburg,				97,771	71,745
Dunkirk, Allegheny Valley and Pittsburgh,	195,538	245,063	282,915	280,344	243,552
East Broad Top,	198,662	209,818	255,196	162,827	151,803
Edgewood,	92,000	85,650	74,721	85,952	
Elmira and Williamsport,	1,415,547	1,656,418	1,752,082	1,737,571	1,500,466
Emlenton, Shippenville and Clarion,	19,748	5,372			
Erie and Pittsburgh,	793,614	872,708	819,761	910,454	732,271
Evergreen,			810		

Foxburg, St. Petersburg and Clarion,	15,105	5,428	. . . . .	. . . . .	. . . . .
Fraukford and Holmesburg,	. . . . .	. . . . .	. . . . .	. . . . .	12,113
Gettysburg and Harrisburg,	. . . . .	. . . . .	. . . . .	. . . . .	14,159
Greenlick Narrow Gauge,	11,417	14,208	16,671	15,132	13,480
Hanover Junction, Hanover and Gettysburg,	89,422	93,460	110,050	103,046	77,082
Harrisburg and Potomac,	41,479	41,306	43,286	71,509	47,430
Huntingdon and Broad Top Mountain,	564,942	683,423	632,112	892,267	795,805
Ironton,	113,244	136,637	133,824	124,286	78,786
Jersey Shore, Pine Creek and Buffalo,	. . . . .	. . . . .	. . . . .	[1]347,738	Pine Creek.
Kendall and Eldred,	61,518	43,832	. . . . .	. . . . .	. . . . .
Keystone Coal,	51,752	. . . . .	. . . . .	49,251	9,057
Lake Shore and Michigan Southern,	8,350,336	9,164,508	9,195,538	8,478,605	7,365,688
Lawrence,	678,460	783,915	986,311	1,244,401	1,133,361
Lehigh and Lackawanna,	53,285	54,627	81,958	64,054	81,225
Lehigh and Susquehanna,	3,908,335	4,641,360	5,381,362	[2]	. . . . .
Lehigh Valley,	8,188,118	9,972,773	10,772,436	10,499,243	9,396,875
Ligonier Valley,	16,065	. . . . .	22,196	25,332	17,196
Little Saw-Mill Run,	301,708	418,813	228,713	283,507	228,308
Lykens Valley,	447,298	480,825	550,622	583,621	623,506
Meadville and Linesville,	. . . . .	2,543	19,324	14,564	25,700
McKean and Buffalo,	135,106	140,155	. . . . .	. . . . .	. . . . .
Mont Alto,	34,552	40,213	46,620	42,775	42,211
Montrose,	11,863	12,961	16,288	15,772	15,747
Montour,	. . . . .	. . . . .	. . . . .	. . . . .	127,163
Mount Pleasant and Broad Ford,	. . . . .	. . . . .	. . . . .	. . . . .	507,465
Muncy Creek,	. . . . .	20,922	. . . . .	. . . . .	. . . . .
New Brighton and New Castle,	. . . . .	. . . . .	. . . . .	. . . . .	251,074
New Castle and Butler,	. . . . .	. . . . .	. . . . .	. . . . .	48,358
New Castle and Beaver Valley,	1,220,833	1,325,217	1,514,863	1,849,916	1,569,353
New Castle and Oil City,	124,176	196,190	. . . . .	. . . . .	. . . . .
New Castle,	. . . . .	. . . . .	17,165	18,288	10,632
New York, Chicago and St. Louis,	. . . . .	. . . . .	45,758	981,832	1,762,778
New York, Pennsylvania and Ohio,	3,945,746	4,887,909	5,409,774	[3]2,970,176	. . . . .
New York, Lake Erie and Western,	. . . . .	. . . . .	11,895,238	13,610,623	11,071,938
New York, Lake Erie and Western Coal,	. . . . .	. . . . .	. . . . .	352,226	298,619
Northern Central,	4,598,922	4,870,274	5,172,662	5,413,849	5,710,283
North-East Pennsylvania,	13,015	22,114	22,114	21,937	21,124
Oil City and Ridgway,	7,200	3,893	8,777	12,672	. . . . .
Olean, Bradford and Warren,	27,146	22,689	. . . . .	. . . . .	. . . . .

[1] For six months. [2] Owned by Lehigh Coal and Navigation Company, and leased to Philadelphia and Reading railroad. [3] For seven months.

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—Con ı d.

NAME OF COMPANY.	1880.	1881.	1882.	1884.	1885.
Parker and Karns City,	6,827				
Peach Bottom,	23,408	23,022			
Pennsylvania,	15,364,788	18,229,365	20,360,399	21,674,160	22,583,825
Pennsylvania Coal,	1,269,521	1,613,416	1,631,698	1,668,474	1,435,338
Pennsylvania and New York,	2,052,449	2,718,156	2,657,375	2,703,399	2,659,826
Penn Gas Coal Company's Youghiogheny,					128,364
Perkiomen,	657,365	685,390	630,399	632,499	445,436
Philadelphia and Baltimore Central,	136,044	159,097			
Philadelphia and Erie,	4,861,463	5,277,056	5,579,353	5,154,935	4,904,011
Philadelphia, Newtown and New York,	17,812	15,512	27,658	30,670	31,341
Philadelphia and Reading,	14,842,766	16,841,807	18,054,351	22,938,311	24,357,931
Philadelphia and Trenton,	3,605,582	4,421,937	5,035,900	5,533,076	5,639,431
Philadelphia, Wilmington and Baltimore,	1,222,694	1,346,957	1,703,215	2,024,227	2,001,543
Philadelphia, Germantown and Chestnut Hill,					19,049
Pine Creek,					1,206,535
Pittsburgh Southern,	24,416	31,706	34,561	37,171	412,354
Pittsburgh and Western,			106,986	316,725	592,865
Pittsburgh and Castle Shannon,	101,167	134,577	132,984	122,747	111,703
Pittsburgh, Bradford and Buffalo,	712,211	13,874	44,571	[1]	
Pittsburgh, Cincinnati and St. Louis,	3,072,915	3,261,663	3,131,574	3,444,553	3,640,461
Pittsburgh and Connellsville,	2,533,064	4,856,306	3,530,541	3,336,918	2,942,851
Pittsburgh, Fort Wayne and Chicago,	3,881,726	4,775,320	4,851,022	5,061,540	4,710,683
Pittsburgh and Lake Erie,	1,045,122	1,415,561	1,697,202	2,126,473	1,971,674
Pittsburgh, Chartiers and Youghiogheny,					206,627
Pittsburgh, McKeesport and Youghiogheny,					1,028,865
Reading and Columbia,	465,012	445,069	578,084	612,657	495,709
Rochester and Pittsburgh,			179,883	327,965	768,996
Salisbury,	154,732	123,224		209,479	217,325
Shamokin Valley and Pottsville,	1,364,766	1,602,327	1,677,738	1,763,387	1,560,757
Sharpsville,	127,507		158,250	132,949	100,478
Shenango and Allegheny,		242,930	320,157		397,671
Slate Ridge and Delta,					2,994
Somerset and Cambria,	20,000		109,490	154,443	201,998
South Mountain,	46,774	54,705	59,585	53,590	47,901
Southern Pennsylvania,					36,433

State Line and Sullivan,			73,412		30,290
Stony Creek,	35,555	126,180	115,370	194,839	241,082
Tioga,	697,775	906,349	961,344	1,029,397	886,817
Tionesta Valley,					51,616
Warren and Farnesworth Valley,			3,813	10,342	9,220
Waynesburg and Washington,	10,054	12,868	13,913	16,129	13,657
West Chester and Philadelphia,	97,345	165,674			
Western Maryland,	180,959	182,065	223,569	303,071	305,806
West Penn and Shenango Connecting,					19,190
Wheeling, Pittsburgh and Baltimore,	23,682	28,469	33,193	66,143	398,096
Wilmington and Northern,	356,407	492,891	554,010	564,534	554,016
Williamsport and North Branch,				29,050	40,295
York and Peach Bottom,			8,505	34,085	35,521
Total,	111,348,416	132,410,302	150,040,190	162,854,308	136,818,370

[1] Merged in Pittsburgh and Western.

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Addison and Northern Pennsylvania,				$45,706 00	$65,631 49
Allegheny Valley,	$1,906,843 86	$2,112,580 47	$2,331,369 18	2,307,369 18	2,135,512 46
Allentown,				*3,831 83	2,612 36
Bachman Valley,	14,042 21	14,189 65	17,284 46	16,859 63	14,460 15
Baltimore and Cumberland Valley,		9,413 23	8,749 17	9,599 52	
Baltimore and Cumberland Valley Extension,			19,736 70	27,197 78	40,009 26
Baltimore and Philadelphia,		26,480 68	38,269 31	40,705 11	55,738 46
Bangor and Portland,				53,279 62	61,954 50
Barclay,		93,856 71	86,513 30	86,835 47	79,184 93
Beech Creek, Clearfield and South-Western,					84,536 87
Bellefonte and Snow Shoe,	47,786 13				
Bell's Gap,	48,572 93	81,972 27	128,210 15	150,335 27	133,943 72
Berlin,	1,206 98	7,230 19	13,671 53	7,431 66	7,044 35
Berlin Branch,	3,751 44	4,612 53	4,543 08	4,363 81	4,461 19
Bradford, Bordell and Kinzua,		160,773 53	95,885 28	82,220 94	69,933 18
Bradford, Eldred and Cuba,			118,274 56	91,527 88	91,324 30
Buffalo, New York and Philadelphia,	1,031,347 30	1,142,214 02	1,543,164 52	2,703,128 96	2,452,014 23
Buffalo, Pittsburgh and Western,		598,968 43			
Catasauqua and Fogelsville,	144,081 85	147,870 83	142,103 20	123,648 77	72,665 36
Catawissa,			120,022 85		
Chartiers,	93,733 54	110,031 24		150,403 14	164,079 59
Cleveland and Pittsburgh,	2,699,290 72	3,108,269 69	3,067,468 88	3,089,311 32	2,599,397 66
Colebrookdale,					16,395 16
Colebrook Valley,					66,463 91
Columbia and Port Deposit,					206,147 83
Corning, Cowanesque and Antrim,	430,137 76	532,193 86	571,537 77	718,835 30	602,569 00
Cornwall,	100,298 83	109,574 97	109,614 73	87,532 79	77,592 27
Cornwall and Lebanon,					44,058 16
Cumberland Valley,	536,945 78	622,538 47	689,305 80	871,388 93	768,331 93
Delaware and Hudson,	1,234,438 04	1,640,066 90	1,796,624 97	1,998,837 44	2,022,509 74
Delaware, Lackawanna and Western,	5,516,059 97	6,538,656 30	6,059,242 14	6,464,768 14	6,244,781 58
Delaware and Western,	58,944 63	52,348 19	48,322 31	†	
Dillsburg and Mechanicsburg,	20,250 01	27,323 81		22,601 95	27,643 10
Dunkirk, Allegheny Valley and Pittsburgh,	261,947 13	291,207 04	335,237 27	324,131 15	279,719 46
East Brandywine and Waynesburg,					38,803 07
East Broad Top,	115,852 81	127,940 41	138,544 80	90,842 01	85,539 05
Elmira and Williamsport,	741,954 26	831,193 55	874,686 08	886,574 74	751,319 95

Erie and Pittsburgh,	635,030	92	653,151	12	603,275	38	599,310	99	480,794	80		
Emlenton, Shippenville and Clarion,	42,276	27	5,269	74	. . .	.	. . . .	.	. . . .	.		
Evergreen,	2,378	81	3,676	58	4,070	62	3,335	16	3,180	31		
Fayette County,	. . . .	.	9,000	00	. . .	.	‡9,000	00	. . .	.		
Fort Pitt Incline Plane,	. . . .	.	. . .	.	. . . .	.	. . . .	.	10,226	07		
Foxburg, St. Peterspurg and Clarion,	29,708	66	6,935	26	. . . .	.	. . . .	.	. . .	.		
Frankford and Holmesburg,	. . .	.	. . .	.	. . .	.	. . . .	.	6,032	28		
Greenlick Narrow Gauge,	3,690	32	4,507	70	5,661	42	4,898	06	4,411	10		
Hanover Junction, Hanover and Gettysburg,	73,476	52	84,324	62	91,826	86	99,048	69	95,039	46		
Hanover and York,	. . . .	.	. . . .	.	. . . .	.	80,852	37	77,416	58		
Harrisburg and Potomac,	15,636	92	17,202	37	20,013	33	30,434	13	25,768	68		
Huntingdon and Broad Top Mountain,	312,491	10	332,653	10	320,434	49	424,494	57	333,560	75		
Ironton,	35,631	49	36,832	27	38,048	91	45,237	66	29,937	07		
Jamestown and Franklin,	153,294	99	134,875	43	161,576	99	143,660	02	150,220	49		
Jersey Shore, Pine Creek and Buffalo,	. . .	.	. . .	.	. . .	.	188,728	02	. . .	.		
Junction,	130,892	54	165,522	57	248,729	25	239,987	73	229,274	70		
Karns City and Butler,	28,582	30	8,852	38	. . .	.	. . . .	.	. . . .	.		
Kendall and Eldred,	227,920	35	165,344	67	. . .	.	. . .	.	. . .	.		
Lake Shore and Michigan Southern,	18,749,460	91	17,971,391	33	18,225,639	13	18,513,656	41	14,843,583	99		
Lawrence,	183,622	39	192,069	75	226,512	19	256,674	48	204,164	58		
Lehigh and Lackawanna,	43,513	17	47,440	53	53,838	94	69,172	46	69,545	73		
Lehigh and Susquehanna,	3,414,045	41	4,232,471	32	4,295,062	03	§	.	. . . .	.		
Lehigh Valley,	8,600,938	19	10,392,126	00	11,239,312	76	10,218,149	86	10,186,351	38		
Lewisburg and Tyrone,	. . .	.	. . .	.	. . .	.	. . . .	.	127,161	01		
Ligonier Valley,	22,545	98	22,575	68	23,522	19	23,942	23	21,718	22		
Little Saw Mill Run,	73,435	10	105,359	71	59,057	04	66,408	09	49,917	15		
Littlestown,	16,605	82	66,703	82	20,211	53	22,738	58	21,843	49		
Little Schuylkill Navigation,	. . .	.	. . .	.	. . .	.	. . .	.	219,662	56		
Lykens Valley,	131,503	52	134,492	54	150,720	38	156,640	50	153,202	51		
McKean and Buffalo,	73,869	28	73,876	73	. . .	.	. . .	.	. . .	.		
Meadville and Linesville,	. . .	.	3,679	86	26,838	06	27,092	89	24,853	06		
Montour,	. . .	.	. . .	.	. . .	.	. . .	.	18,901	10		
Mine Hill and Schuylkill Haven,	. . .	.	. . .	.	. . .	.	321,800	00	. . .	.		
Monongahela Incline Plane,	20,931	46	34,385	37	26,984	55	28,025	05	29,542	45		
Mont Alto,	27,513	44	31,133	29	43,415	66	29,119	86	28,935	29		
Montrose,	24,903	25	26,293	24	29,643	20	30,689	03	28,878	59		
Mount Oliver Incline,	14,704	35	17,291	55	23,212	95	27,930	00	30,224	00		
Mount Pleasant and Broad Ford,	. . .	.	. . .	.	32,589	56	35,400	66	26,769	91		
Muncy Creek,	. . . .	.	13,287	61	. . . .	.	. . . .	.	. . . .	.		

* Rental from Philadelphia and Reading, lessee. † Changed to Baltimore and Philadelphia. ‡ Rental. § Leased to Philadelphia and Reading.

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
Nesquehoning Valley,									$91,000	00
New Brighton and New Castle,									33,190	63
New Castle and Beaver Valley,	$324,372	04	$330,327	52	$364,403	83	$405,845	85	269,784	44
New Castle and Butler,									4,670	29
New Castle and Oil City,	82,339	17	86,710	41						
New York, Chicago and St. Louis,					135,504	66	2,327,683	92	3,207,591	51
New York, Lake Erie and Western,					20,756,428	83	23,679,046	24	22,715,060	97
New York, Lake Erie and Western Coal,					*10,133	24	154,552	15	145,567	40
New York, Pennsylvania and Ohio,	5,134,627	46	5,550,206	27	5,634,232	26	5,549,248	39	1,994,440	20
New York, Pittsburgh and Chicago,									8,049	28
New York, Susquehanna and Western,									1,034,208	30
North-East Pennsylvania,	20,857	93	21,919	55	22,391	77	24,198	88	26,569	59
Northern Central,	3,818,919	67	5,561,109	79	3,883,688	84	4,130,824	36	3,864,236	91
North Pennsylvania,					800,698	93			846,011	46
Oil City and Chicago,					128,040	69				
Oil City and Ridgway,	105,169	38	7,618	21	16,924	54	21,546	40		
Olean, Bradford and Warren,			107,980	16						
Parker and Karns City,	31,028	77	9,266	81						
Peach Bottom,	43,850	91	42,467	12						
Penn Gas Coal Company's Youghiogheny,									7,760	21
Pennsylvania,	25,987,657	62	27,647,008	79	30,836,962	23	32,017,813	25	30,196,884	81
Pennsylvania and New York,	1,586,288	77	2,123,256	68	2,183,615	71	2,142,291	87	2,151,337	61
Pennsylvania Coal,	18,710	62			19,679	29	33,774	06	47,294	75
Pennsylvania Company,	1,426,422	93	1,811,947	10	1,076,175	67	1,244,814	37	1,117,031	14
People's,	11,010	75	9,795	43	11,477	35	12,370	36	12,327	67
Perkiomen,	356,758	98	364,908	61	363,676	34	355,893	07	297,906	35
Philadelphia and Baltimore Central,	260,010	78	249,122	52						
Philadelphia and Erie,	3,727,733	13	3,454,309	05	4,011,413	29	4,108,843	16	3,660,146	10
Philadelphia and Reading,	17,186,848	33	19,360,138	39	21,048,973	38	28,874,329	92	30,237,069	93
Philadelphia and Trenton,	2,144,704	15	2,368,671	33	2,785,559	76	3,024,842	89	3,044,709	80
Philadelphia, Germantown and Chestnut Hill,									44,330	07
Philadelphia, Germantown and Norristown,					278,113	34	278,110	35	278,265	55
Philadelphia, Newtown and New York,	44,165	70	51,695	14	60,705	23	68,447	13	75,942	95
Philadelphia, Wilmington and Baltimore,	3,263,110	50	3,551,880	52	5,428,091	91	5,741,672	04	5,820,323	50
Pickering Valley,	5,194	94							4,878	24
Pine Creek,									460,263	32
Pittsburgh and Castle Shannon,	166,409	99	236,115	65	239,256	74	206,070	83	175,258	81

Pittsburgh and Connellsville,	2,238,481	68	2,500,548	58	2,979,789	27	2,813,172	41	2,294,826	50
Pittsburgh and Lake Erie,	841,256	76	1,041,063	42	1,265,748	11	1,402,763	88	1,193,520	81
Pittsburgh and Western,							342,923	98	685,035	08
Pittsburgh, Bradford and Buffalo,	573,604	21	51,817	09	117,679	94				
Pittsburgh, Chartiers and Youghiogheny,									46,816	39
Pittsburgh, Cincinnati and St. Louis,	4,337,749	53	4,138,986	47	4,297,449	64	†4,616,619	97	4,036,702	35
Pittsburgh, Fort Wayne and Chicago,	10,162,404	31	10,749,130	76	10,960,959	43	10,954,466	57	9,190,174	52
Pittsburgh Junction,									19,298	80
Pittsburgh, McKeesport and Youghiogheny,									591,500	75
Pittsburgh Southern,	44,687	84	53,141	90	51,238	95	68,955	89	112,125	16
Pomeroy and Newark,									20,584	32
Reading and Columbia,	369,319	85	394,184	06	432,995	06	456,459	58	394,818	61
Rochester and Pittsburgh,					305,988	92	543,639	86	1,069,932	77
Salisbury,	20,704	65	20,180	53	50,809	26	29,979	94	31,014	99
Shamokin Valley and Pottsville,	470,204	05	497,141	76	468,618	27	500,688	41	437,826	93
Sharpsville,	47,398	20			49,257	92	42,075	76	32,651	50
Shenango and Allegheny,			140,693	29	184,439	85			185,990	57
Slate Ridge and Delta,									504	08
Somerset and Cambria,	11,327	40	52,923	24	91,812	34	116,996	17	132,825	02
South Mountain,	30,277	93	32,571	86	34,541	90	29,532	66	35,712	27
Southern Pennsylvania,	21,569	12	22,571	12	24,754	04	23,906	74	26,416	13
State Line and Sullivan,	53,408	30	51,531	08	58,133	58	64,411	50	20,601	64
Stony Creek,	22,446	21	37,023	25	38,155	10	52,766	94	67,147	51
Strasburg,									1,150	00
Tioga,	393,025	22	493,065	54	562,335	63	467,789	40	370,174	03
Tionesta Valley,									31,722	12
Warren and Farnesworth Valley,					24,066	65	27,894	91	16,417	69
Waynesburg and Washington,	30,791	58	37,764	81	41,298	16	45,018	55	46,085	00
West Chester and Philadelphia,	266,403	01	233,884	71						
Western Maryland,	397,564	09	452,457	78	505,681	50	610,663	88	625,986	43
West Penn and Shenango Connecting,									24,951	96
Wheeling, Pittsburgh and Baltimore,	50,380	27	53,557	09	59,280	14	72,090	75	141,896	19
Williamsport and North Branch,					5,376	14	17,678	69	26,778	99
Wilmington and Northern,	231,627	46	325,012	06	339,092	66	347,281	24	346,055	92
York and Peach Bottom,							58,299	10	55,064	45
Total,	$133,945,771	95	$145,154,107	48	$177,677,589	17	$189,263,899	27	$180,994,182	75

* Leased to Buffalo, New York and Philadelphia.

† Given as total earnings for the year and total receipts from all sources on whole length of line stated at $5,102,659 35.

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
Addison and Northern Pennsylvania,							$43,261	54	$52,611	49
Allegheny Valley,	$1,057,835	98	$1,254,837	70	$1,345,562	31	1,380,723	97	1,323,657	99
Allentown,					928	86	921	01	916	26
Bachman Valley,	11,183	90	11,118	18	11,968	35	12,027	33	14,391	78
Bald Eagle Valley,					48,178	04				
Baltimore and Philadelphia,							30,741	24	46,903	35
Bangor and Portland,			9,449	90	27,078	28	62,740	92	87,488	50
Barclay,			80,754	76	64,536	84	63,106	27	57,981	69
Bedford and Bridgeport,									3,718	20
Beech Creek, Clearfield and South-Western,									66,297	71
Bellefonte and Snow Shoe,	46,342	68								
Bell's Gap,	21,300	99	39,905	65	63,759	44	703,558	16	65,705	26
Berlin,			8,703	96	9,347	70	8,151	17	11,728	43
Berlin Branch,	2,621	04	3,567	54	3,132	76	3,366	92	1,616	80
Bradford, Bordell and Kinzua,			87,149	33	77,688	18	74,439	97	68,492	61
Bradford, Eldred and Cuba,					64,899	89	87,465	81	72,032	26
Buffalo, Pittsburgh and Western,			345,275	67	398,461	05	*			
Buffalo, New York and Philadelphia,	687,424	43	634,495	42	730,909	91	3,554,568	51	2,243,608	05
Buffalo Valley,	590	61								
Catasauqua and Fogelsville,	78,443	62	77,651	87	64,064	51	52,803	41	43,530	04
Chartiers,	55,841	36	65,443	96	83,204	34	97,953	32	103,819	90
Clarion, Mahoning and Pittsburgh,							15,600	00		
Cleveland and Pittsburgh,	1,526,049	00	1,704,033	65	1,723,112	31	1,856,866	91	1,840,820	44
Colebrookdale,					530	77	502	41	1,044	15
Colebrook Valley,									44,899	10
Columbia and Port Deposit,									169,141	18
Connecting,									87,258	61
Corning, Cowanesque and Antrim,	304,789	04	378,175	18	432,276	44	1,839,900	93	431,910	00
Cornwall,	45,506	02	36,480	16	44,317	81	105,926	69	108,911	83
Cornwall and Lebanon,									13,008	60
Cumberland Valley,	306,745	95	402,018	65	459,853	00	575,580	96	608,554	14
Delaware and Hudson,	672,489	34	829,653	01	879,670	40	1,227,163	57	1,336,035	41
Delaware, Lackawanna and Western,	1,296,024	15	2,693,672	62	3,173,185	46	3,917,601	80	4,367,319	92
Delaware and Western,	53,068	22	43,365	11	41,099	43				
Dillsburg and Mechanicsburg,	13,450	94	12,712	89	16,215	03	15,047	92	23,719	46
Dunkirk, Allegheny Valley and Pittsburgh,	297,164	42	285,905	87	291,227	34	316,427	10	302,411	84
East Brandywine and Waynesburg,									45,297	67

East Broad Top,	69,883	69	84,769	38	100,075	28	88,456	68	66,133	89
Elmira and Williamsport,	529,852	71	577,786	68	606,230	19	581,355	82	508,457	68
Emlenton, Shippenville and Clarion,	32,369	29	6,863	97						
Erie and Pittsburgh,	469,250	97	485,694	69	410,939	08	465,101	85	394,164	63
Evergreen,	2,517	31	3,789	00	4,028	04	6,898	22	7,103	91
Fayette County,			430	35						
Frankford and Holmesburg,									12,982	93
Fort Pitt Incline Plane,									9,006	92
Foxburg, St. Petersburg and Clarion,	20,846	82	5,649	70						
Greenlick Narrow Gauge,	3,921	26	4,505	09	5,220	71	4,355	23	6,221	45
Hanover Junction, Hanover and Gettysburg,	54,983	60	53,893	67	59,929	80	84,645	47	94,894	78
Hanover and York,									66,990	24
Harrisburg and Potomac,	17,110	36	36,704	18	49,990	66	189,828	94	60,098	24
Huntingdon and Broad Top Mountain,	160,648	10	165,712	40	165,446	16	259,863	99	204,223	83
Ironton,			18,332	30	16,957	41	16,436	77	12,998	25
Jamestown and Franklin,	94,003	86	82,102	70	98,130	01	92,463	85	93,103	11
Jersey Shore, Pine Creek and Buffalo,							171,328	59		
Junction,	94,345	90	95,565	94	124,919	43	109,256	99	142,434	77
Karns City and Butler,	19,794	31	5,116	25						
Kendall and Eldred,	89,753	42	78,606	13						
Lake Shore and Michigan Southern,	10,418,104	73	11,278,429	19	11,057,807	44	11,332,853	62	9,133,521	65
Lawrence,	102,829	73	108,832	39	114,409	84	120,729	81	115,600	24
Lehigh and Lackawanna,	31,949	98	30,914	64	43,858	41	52,772	64	54,293	96
Lehigh and Susquehanna,	1,449,109	46	1,712,772	34	1,952,155	48				
Lehigh Valley,	4,002,357	60	4,648,083	78	5,833,677	34	6,175,656	16	7,318,888	04
Lewisburg and Tyrone,									228,203	62
Ligonier Valley,			10,474	04	11,969	40	30,737	70	21,229	08
Little Saw-Mill Run,			49,898	88	39,805	38	64,631	45	59,646	87
Littlestown,	13,538	77	13,252	02	16,085	14	18,363	13	21,264	37
Little Schuylkill Navigation,									29,282	66
Lykens Valley,	39,910	24	71,992	58	1,683	39	95,865	03	90,702	55
Meadville and Linesville,			10,812	18	25,652	03	20,768	64	39,347	00
McKean and Buffalo,	41,825	56	43,100	36						
Monongahela Incline Plane,	16,610	10	9,201	30	10,476	76	96,655	63	13,870	62
Mont Alto,	19,996	29	26,199	75	27,505	59	30,934	32	27,974	81
Moshannon and Clearfield,							61,467	95		
Montrose,	16,062	85	14,927	75	19,951	12	24,165	33	26,509	27
Mount Oliver Incline,	7,555	35	12,459	57	11,827	61	11,656	03	22,502	76
Mount Pleasant and Broad Ford,					741	15	757	19	937	80
Muncy Creek,			13,721	53						

*Merged in Buffalo, New York and Philadelphia.

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
New Brighton and New Castle,					$167,509 49
New Castle and Beaver Valley,	$124,220 87	$116,091 62	$172,380 89	$155,528 65	128,616 60
New Castle and Butler,					3,530 35
New Castle and Oil City,	58,124 77	59,242 97			
New York, Chicago and St. Louis,			157,037 62	5,387,732 08	2,679,808 43
New York, Lake Erie and Western,			19,589,786 81	15,444,583 12	23,413,683 92
New York, Lake Erie and Western Coal,			5,370 20	395,092 98	177,035 41
New York, Pennsylvania and Ohio,	3,931,061 92	4,218,504 46	4,128,466 76	2,478,453 07	227,125 53
New York, Pittsburgh and Chicago,					19,067 09
New York, Susquehanna and Western,					600,707 23
North and West Branch,					138,260 36
North-East Pennsylvania,	26,880 43	30,070 17	33,357 47	32,366 72	30,033 65
Northern Central,	2,121,846 05	2,613,730 31	2,632,507 13	2,611,157 62	2,362,846 84
Oil City and Chicago,			55,925 27		
Oil City and Ridgway,		7,618 21	16,924 54	21,542 40	
Olean, Bradford and Warren,	48,360 89	66,212 03			
Parker and Karns City,	24,859 55	5,851 81			
Peach Bottom,	28,893 71	29,707 19			
Penn Gas Coal Company's Youghiogheny,					16,362 66
Pennsylvania,	14,051,485 78	15,468,468 60	17,878,776 69	21,270,926 62	19,063,905 28
Pennsylvania and New York,		967,659 63	1,119,521 94	1,164,837 13	1,400,626 98
Pennsylvania Coal,	388,500 00		486,646 30		488,355 19
Pennsylvania Company,	64,602 25	71,907 95	31,636 38	100,340 02	288,034 69
People's,	8,035 95	8,706 93	9,237 88	9,065 77	14,819 86
Perkiomen,	252,156 05	238,281 14	237,745 34	240,088 18	198,704 55
Philadelphia and Baltimore Central,	166,967 67	171,636 41		12,327 25	2,108 64
Philadelphia and Erie,	2,358,353 78	2,430,060 30	2,599,534 55	2,620,823 62	2,202,065 87
Philadelphia and Reading,	11,880,397 83	13,494,122 11	14,504,194 03	23,636,485 30	26,055,595 62
Philadelphia and Trenton,	1,185,558 32	1,359,839 02	1,607,911 15	2,044,769 36	1,963,086 87
Philadelphia, Germantown and Chestnut Hill,					68,712 72
Philadelphia, Newtown and New York,	47,371 72	75,101 17	126,422 71	102,259 48	96,285 45
Philadelphia, Wilmington and Baltimore,	1,896,887 37	2,320,799 35	3,676,494 30	4,169,173 60	3,971,356 13
Pickering Valley,			481 21	453 44	910 31
Pine Creek,					365,889 62
Pittsburgh and Castle Shannon,	145,246 68	198,908 63	201,537 37	195,220 69	150,750 26
Pittsburgh and Connellsville,	1,011,827 09	1,376,075 20	1,437,664 29	1,838,110 38	2,006,235 93
Pittsburgh and Lake Erie,	399,012 70	608,764 97	757,043 94	1,109,411 72	917,412 46

Pittsburgh and Western,					133,202	15	1,987,647	59	1,309,420	65		
Pittsburgh, Bradford and Buffalo,	305,080	11	40,397	81	77,545	49	*					
Pittsburgh, Chartiers and Youghiogheny,									124,198	28		
Pittsburgh, Cincinnati and St. Louis,	2,283,056	11	2,735,557	39	2,828,548	83	3,845,284	26	2,917,253	01		
Pittsburgh, Fort Wayne and Chicago,	5,326,814	91	5,830,329	35	6,287,562	68	6,939,273	52	6,324,528	75		
Pittsburgh Junction,									1,343,876	41		
Pittsburgh, McKeesport and Youghiogheny,									442,806	12		
Pittsburgh Southern,	54,234	73	58,350	52	62,444	34	64,048	93	95,427	61		
Pomeroy and Newark,									39,077	34		
Pottsville and Mahanoy,									126,547	35		
Reading and Columbia,	238,282	08	279,889	94	318,883	93	327,803	40	398,579	81		
Reading and Pottsville,									36,550	06		
Rochester and Pittsburgh,					222,561	53	15,875,804	96	2,218,084	42		
Salisbury,	10,612	83	10,318	88	29,479	54	17,648	77	21,516	71		
Shamokin Valley and Pottsville,	171,744	24	193,037	12	174,220	28	199,840	84	210,900	13		
Sharpsville,	29,726	45			33,724	56	32,683	87	28,922	44		
Sharon,									3,887	04		
Shenango and Allegheny,			102,593	74	111,199	43			242,278	78		
Somerset and Cambria,	5,484	91	34,940	73	79,747	16	78,820	23	80,038	95		
South Mountain,	23,241	79	20,773	30	28,388	15	21,383	84	25,816	51		
Southern Pennsylvania,	18,960	35	27,675	73	22,485	23	19,602	37	20,257	56		
South-West Pennsylvania,									79,174	64		
State Line and Sullivan,	30,510	68	38,994	55	29,113	25	45,232	34	13,837	48		
Stony Creek,	39,279	27	42,357	56	46,119	26	51,777	72	51,983	76		
Tioga,	252,089	42	305,465	79	301,665	32	297,949	38	215,908	00		
Tionesta Valley,									38,549	95		
Tyrone and Clearfield,									302,297	88		
Warren and Farnesworth Valley,					12,090	76	58,790	42	14,381	80		
Waynesburg and Washington,	20,641	20	28,576	22	30,639	06	37,488	52	38,374	30		
Western Maryland,	309,285	18	357,169	52	364,491	19	437,164	16	407,749	96		
West Penn and Shenango Connecting,									30,206	81		
West Chester and Phœnixville,	223,264	42	288,826	83								
Western Pennsylvania.									20,512	43		
Wheeling, Pittsburgh and Baltimore,	41,785	87	52,463	09	58,228	25	40,070	22	128,274	78		
Williamsport and North Branch,					4,350	91	21,320	41	164,714	82		
Wilmington and Northern,	202,301	10	258,284	03	268,685	52	407,959	93	354,979	44		
York and Peach Bottom,							63,323	35	65,774	30		
Total,	$75,815,377	95	$85,521,657	36	$114,039,989	18	$142,183,216	21	$139,285,963	77		

* Merged in Buffalo, New York and Philadelphia.

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.
Addison and Northern Pennsylvania,								1		
Allegheny Valley,	13	19	12	11	16	15	14	21	11	11
Arnot and Pine Creek,									1	
Baltimore and Philadelphia,								2		1
Bangor and Portland,			1		1		1			
Barclay,				2		4		3		
Beech Creek, Clearfield and South Western,										1
Bell's Gap,			1				2			2
Berlin,									1	
Bradford, Bordell and Kinzua,			1	5		2	1		5	34
Bradford, Eldred and Cuba,						6		2		10
Buffalo, Bradford and Pittsburgh,			1	15	5	15	10	37	2	16
Buffalo, New York and Philadelphia,					9	14	25	49	20	30
Buffalo, Pittsburgh and Western,			2	7						
Catasauqua and Foglesville,									1	
Chartiers,	1			3	3	3	1		2	6
Cleveland and Pittsburgh,	1	18	5	17		6	1	10	3	5
Colebrook Valley,										1
Corning, Cowanesque and Antrim,	4	1	2	1	3	5	5	9	2	21
Cornwall,	1									
Cumberland Valley,	1	2	3	1	3	2	3	6	2	2
Danville and Shamokin,							8	13		
Delaware and Hudson,	9	9	8	4	8	5			8	7
Delaware and Western,	1		1	1		1				
Delaware, Lackawanna and Western,	19	32	18	35	27	68	25	85	35	77
Dunkirk, Allegheny Valley and Pittsburgh,	4	3	2	1	2	13	2	8	1	13
East Broad Top,		3		2	1	2		2		2
Elmira and Williamsport,	2	10	1	7	4	14	2	12	1	12
Erie and Pittsburgh,	4	8	3	7	5	5	3	6	1	8
Evergreen,	1	1								
Frankford and Holmesburg,										1
Hanover Junction, Hanover and Gettysburg,			1					1		
Harrisburg and Potomac,	1					1				
Huntingdon and Broad Top Mountain,		2	1	12	1	9	1	8	1	9

Ironton,							1			
Jefferson,	3	9	5	14	3	18	3	11	1	19
Jersey Shore, Pine Creek and Buffalo,							2	4		
Junction,	2		1	1					1	1
Lake Shore and Michigan Southern,		6	7	5	4	12	3	14	3	19
Lawrence,		3	2	3			1	6	1	3
Lawrenceville and Evergreen,					1	3				
Lehigh and Susquehanna,	16	4	17	11	25	25				
Lehigh Valley,	45	38	49	34	45	42	53	35	45	45
Little Saw-Mill Run,			1							
Littlestown,			1							
Lykens Valley,			1	2	1	3		1		2
McKean and Buffalo,			1	3						
Meadville,					1	1	2			
Monongahela Incline Plane,										2
Mont Alto,						3	1	1		
New Castle,										1
New Castle and Beaver Valley,	2	4	2	9	2	9	2	5		3
New Castle and Oil City,			1	3			2	5		
New York, Chicago and St. Louis,					2		19	47		2
New York, Lake Erie and Western,					147	485	148	498	123	424
New York, Lake Erie and Western Coal,							1	7		
New York, Pennsylvania and Ohio,	11	10	10	11	11	8	6	6		
New York, Susquehanna and Western,									6	5
Northern Central,	8	32	11	20	2	17	5	24	9	47
Oil City and Chicago,						3				
Oil City and Ridgway,					8	5				
Pennsylvania,	162	640	201	878	253	878	196	908	179	889
Pennsylvania and New York,	6	21	4	8	12	12	9	12	6	29
Pennsylvania Coal,	1	4	9	9	5	10	8	6	4	15
Perkiomen,	1	3		4	2	2	2	2	2	
Philadelphia and Baltimore Central,	1	1	2	1					1	1
Philadelphia and Erie,	12	200	24	128	24	109	9	86	24	95
Philadelphia and Reading,	86	101	102	98	95	98	109	85	105	115
Philadelphia and Trenton,	10	40	14	57	19	48	22	45	16	35
Philadelphia, Germantown and Chestnut Hill,										5
Philadelphia, Wilmington and Baltimore,	22	7	26	19	36	20	14	2	33	4
Pine Creek,									2	14
Pittsburgh and Castle Shannon,				3						1
Pittsburgh and Connellsville,	28	57	29	52	34	46	58	75	44	13
Pittsburgh and Lake Erie,	7	16	14	18	12	9	8	9	9	11
Pittsburgh and Western,					2	5	9		1	12
Pittsburgh, Bradford and Buffalo,	4	8		1		3				

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.
Pittsburgh, Chartiers and Youghiogheny,										5
Pittsburgh, Cincinnati and St. Louis,	10	32	28	53	22	32	16	16	16	20
Pittsburgh, Fort Wayne and Chicago,	13	38	17	36	24	73	57	178	45	162
Pittsburgh, McKeesport and Youghiogheny,									5	5
Pittsburgh Southern,						1	2	1	1	
Reading and Columbia,	2	2	1	2	5	4	3	6	1	8
Rochester and Pittsburgh,					2		7	8	6	10
Salisbury,	1									
Shamokin Valley and Pottsville,	3	9	3	3	2	4	4	17	6	9
Sharpsville,	1				2					
Shenango and Allegheny,					1	1			2	9
Slate Ridge and Delta,					1					
Somerset and Cambria,					1	1		1	1	
South Mountain,				2	1					
Southern Pennsylvania,			1	1						
State Line and Sullivan,					1	2	1			
Stony Creek,									1	3
Tioga,	1		1	4	1	1	9		1	4
Warren and Farnesworth Valley,						2				
Waynesburg and Washington,	1				2			1		
West Chester and Philadelphia,	4	2		8						
Western Maryland,	4	2		8			8	10	3	13
Wheeling, Pittsburgh and Baltimore,			1	6	2	8			2	
Wilcox and Howard Hill Improvement Company,					1	1	4	18		
Williamsport and North Branch,								2		2
Wilmington and Northern,									1	22
York and Peach Bottom,									1	
Total,	538	1,415	661	1,649	905	2,203	898	2,337	809	2,359

TABULATED RESULTS

COMPILED FROM PASSENGER RAILWAYS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Total amount now of floating and funded debt.	Rate per cent. on funded debt.	Rate per cent. of dividend.
Allentown,	Unlimited.	Not stated.	$45,260 00	$13,000 00	5	
Bradford and Kendall,	$12,000 00	$12,000 00	12,000 00	12,000 00		
Central, Pittsburgh,	100,000 00	100,000 00	100,000 00	37,854 56	6 & 5	
Chester,	100,000 00	80,000 00	80,000 00			9
Citizens', Philadelphia,	500,000 00	192,500 00	192,500 00			$15 per share.
Citizens', Pittsburgh,	200,000 00	200,000 00	200,000 00	73,000 00	5	10
City, Altoona,	68,000 00	68,000 00	68,000 00			3½ on $53,000.
Coalville,	50,000 00	62,675 00	62,675 00	13,491 40	6	
Continental,	1,000,000 00	580,000 00	580,000 00	350,000 00	6	$6 per share.
Easton and South Easton,	75,000 00	29,562 50	29,562 50	14,692 82		
Empire,	600,000 00	[1]	[1]	200,000 00	7	$1 75 per share.
Erie City,	100,000 00	50,000 00	50,000 00	33,000 00	6	
Federal Street and Pleasant Valley,	100,000 00	100,000 00	100,000 00	101,000 00	6	
Frankford and Southwark,	750,000 00	750,000 00	750,000 00	102,000 00	7	30
Germantown,	1,500,000 00	1,500,000 00	572,860 00	227,500 00	5	
Green and Coates Streets, Philadelphia,	500,000 00	500,000 00	150,000 00	121,916 68	6	
Harrisburg City,	Unlimited.	62,500 00	62,500 00			8
Hestonville, Mantua and Fairmount,	2,050,000 00	2,050,000 00	299,381 36	514,964 47	6	
Johnstown,	100,000 00	84,000 00	84,000 00			4
Lancaster City,	10,000 00	10,000 00	10,000 00	1,400 00		
Lehigh Avenue,	600,000 00	600,000 00	600,000 00			
Lombard and South Street,	750,000 00	490,600 00	294,393 00	185,386 00	5 & 7	2
People's, Philadelphia,	1,500,000 00	1,500,000 00	500,000 00	2,362,517 19	5 & 7	
People's Street, Lackawanna county,	150,000 00	150,000 00	150,000 00	23,243 66	6	
Perkiomen Avenue,	50,000 00	40,000 00	40,000 00	2,500 00		

Philadelphia City,	1,000,000	00	1,000,000	00	475,000	00	300,000	00	5 & 7		13
Philadelphia and Darby,	200,000	00	200,000	00	200,000	00	100,000	00	7		. . . . .
Philadelphia and Gray's Ferry,	1,000,000	00	308,750	00	308,750	00	28,500	00	. . .	$3 50 per share.	
Philadelphia Traction,	5,000,000	00	5,000,000	00	2,000,000	00	. . . .		. . . .	. . . . .	
Pittsburgh, Allegheny and Manchester,	Not stated.		350,000	00	350,000	00	210,000	00	6 & 8		4
Pittsburgh and Birmingham,	200,000	00	200,000	00	186,000	00	84,000	00	$7\frac{3}{10}$	[2]	
Pittsburgh, Oakland and East Liberty,	150,000	00	150,000	00	150,000	00	113,540	46	6		. . . . .
Pittsburgh Union,	. . . .		100,000	00	69,375	00	117,833	34	5		. . . . .
Pittsburgh and West End,	150,000	00	36,060	14	36,060	14	16,700	00	6	$3 cash & 3.33\frac{1}{3}$ sc.	
Pittston,	25,000	00	10,000	00	10,000	00	.		. . . .		8
Reading City,	50,000	00	40,550	00	40,550	00	14,000	00	5		. . . . .
Ridge Avenue, Philadelphia,	750,000	00	420,000	00	420,000	00	. . . . .	. .	. . .		25
Schuylkill River,	500,000	00	500,000	00	50,000	00	. . . . .	. .	. . . .	50 cts. per share.	
Scranton,	25,000	00	10,000	00	1,000	00	. . .	. .	. . .	. . . . .	
Second Avenue, Pittsburgh,	30,000	00	30,000	00	30,000	00	34,204	80	6		. . . . .
Second and Third Streets,	1,060,200	00	1,060,200	00	771,076	25	.		. .		16
Seventeenth and Nineteenth Streets,	500,000	00	500,000	00	250,000	00	134,500	00	6		6
South Side,	65,000	00	38,400	00	38,400	00	37,920	35	7		. . . . .
Stroudsburg,	20,000	00	25,600	00	25,600	00	.		. . .		. . . . .
Thirteenth and Fifteenth Streets,	1,000,000	00	1,000,000	00	334,529	40	163,335	00	7		8
Transverse,	300,000	00	175,000	00	175,000	00	222,645	63	6		. . . . .
Union, Philadelphia,	1,000,000	00	1,500,000	00	925,000	00	730,300	00	6 & 5		. . . . .
West Philadelphia,	750,000	00	750,000	00	750,000	00	246,000	00	6		19
Wilkes-Barre and Kingston,	100,000	00	100,000	00	100,000	00	. . . .	.	. . . .		6
Williamsport,	75,000	00	60,000	00	60,000	00	7,454	19	. . .		. . . . .
Total,	$24,815,200	00	$22,236,397	64	$12,249,472	65	$6,950,400	55	. . .		. . . . .

[1] Unknown to present officers.

[2] In stock, $12,000; in cash, $6,000.

TABLE B.—COST AND CHARACTERISTICS.

NAME OF COMPANY.	COST OF ROAD AND EQUIPMENT.		CHARACTERISTICS OF ROAD.										
	Total cost of road and equipment.		Length of road.	Gauge of road.	Weight of rail per yard.	Number of car-houses, shops, and stables.	Number of depots.	Number of first-class passenger cars.	Number of second-class passenger cars.	Number of other cars.	Number of horses owned by the company.	Value of real estate held exclusive of roadway.	
Allentown,	$38,320	63	3.44	4.8½	19	2	1	4	2	9	22	$18,063	11
Bradford and Kendall,	17,564	41	1.53	4.8½	38	2	2	3	. . .	. .	8	800	00
Central, Pittsburgh,	137,586	76	3.00	5.2	45	1	2	16	. . .	2	102	15,500	00
Central, Reading,	No report	rec eived.											
Chester,	89,585	87	5.25	5.2¼	40 & 47	4	. .	12		1	65	17,251	27
Citizens', Philadelphia,	319,134	57	10.50	5.2	45 & 47	9	2	66	26	6	426	181,076	57
Citizens', Pittsburgh,	229,270	27	8.25	5.2½	47	5	3	34	18	12	310	107,083	34
City, Altoona,	68,000	00	3.24	5.3	43 & 45	3	.	12	. .	5	39	. . .	. .
Coalville,	46,917	01	2.50	4.8½	20 & 34	3	1	4	. .	. . .	9	27,049	89
Continental,	380,355	99	10.50	5.2	45 to 56	. .	. . . .	. .	. . .	. . . .	. .	. .	. .
Easton and South Easton,	25,962	50	1.38	5.2	43	2	1	. . .	4	. . .	20	4,000	00
Empire,	Not stated.		8.50	5.2	45	. .	. . . .	.	. . .	. . .	. .	. .	. .
Erie City,	89,009	59	5.29	4.8½	30	1	1	17	. . .	. . .	55	15,500	00
Federal Street and Pleasant Valley,	140,000	00	2.06	5.2½	45	3	1	20	. . .	2	152	35,000	00
Frankford and Southwark,	982,175	45	18.10	5.2	47	9	4	99	. . .	. . .	580	125,000	00
Germantown,	Not stated.												
Green and Coates Streets, Phila.,	Not stated.												
Harrisburg City,	63,563	38	2.46	5.2½	38-44-47	2	1	15	. . .		36	12,000	00
Hestonville, Mantua and Fairmount,	537,994	56	20.00	5.2	43	5	2	75	. . .	6	466	319,111	74
Johnstown,	84,192	25	2.19	5.3	43	3	2	13	. . .	.	52	4,000	00
Lancaster City,	9,391	49	1.01	5.2½	38	1	. .	4	.	. .	4	1,300	00
Lombard and South Street,	658,566	64	17.76	5.2	43	4	2	21	30	4	278	82,167	58
People's, Philadelphia,	289,547	35	44.00	5.2	45	12	4	147	27	6	1,040	10,000	00

People's Street, Lackawanna county,	173,460	84	9.50	4.8½	25 & 52	1	1	18	. .	. . .	68	17,470	00
Perkiomen Avenue, ...	92,295	28	2.02	5.2½	45	2	1	10	4	. . .	36	8,590	00
Philadelphia and Darby, . .	Not stated.		5.05	5.2½	42	3	1	. .	. .	. . .	. . . .	. . .	. .
Philadelphia and Gray's Ferry, .	276,776	53	10.38	5.2	44	4	1	24	4	. . .	200	43,000	00
Philadelphia City, ...	875,842	88	17.42	5.2½	47 & 78	6	4	. .	. .	. .	. . . .	302,650	00
Philadelphia Traction, ...	Not stated.		109.00	5.2½	45 to 78	33	11	427	168	40	3,160	. .	
Pittsburgh and Birmingham, ...	166,000	00	3.38	5.2½	45	3	1	17	6	3	160	61,000	00
Pittsburgh and West End, ...	50,139	31	2.50	5.2¼	35	1	1	9	4	2	73	6,624	72
Pittsburgh, Allegheny and Manches'r	286,256	46	5.00	5.2	45	3	3	40	. . .	3	277	175,000	00
Pittsburgh, Oakland and East Liberty	190,107	83	6.00	5.2	33-45-48	4	2	32	. . .	4	153	39,250	67
Pittsburgh Union, ...	147,684	65	4.06	5.2½	45	1	. .	29	. .	2	164	14,827	85
Pittston, ...	10,000	00	1.75	5.2	42½	1	. . .	1	2	. . .	6	. . . .	. .
Reading City, ...	67,043	17	2.20	5.2	45	3	1	18	. .	.	46	16,000	00
Ridge Avenue, ...	569,413	24	15.00	5.1	47	1	1	61	. . .	. . .	347	65,000	00
Schuylkill River, ...	47,463	54	3.11	5.2	44	. .	. .	. . . .	. .	. .	. .	. .	. .
Second and Third Streets, ...	931,178	77	37.00	5.2¼	43 to 55	7	2	107	9	15	675	100,000	00
Second Avenue, Pittsburgh, . .	65,750	00	3.25	5.2½	47	1	1	5	3	10	63	. . . . .	. .
Seventeenth and Nineteenth Streets,	229,246	60	7.50	5.2	43 to 55	. .	. . .	. .	. . .	. . .	. .	. .	. .
South Side, ...	81,851	13	2.50	5.2½	45	2	1	6	6	. .	80	10,000	00
Stroudsburg, ...	24,627	84	1.38	4.8½	28 & 30	1	1	2	. .	. . .	9	1,000	00
Thirteenth and Fifteenth Streets, . .	321,566	86	14.00	5.2	43	2	2	42	15	16	447	175,411	46
Transverse, ...	366,806	64	6.36	5.2	52	3	. . .	39	. .	. . .	243	50,421	76
Union, Philadelphia, ...	*2,491,250	68	70.00	5.2	47	. . .	. . .	. . . .	. . .	. . .	. .	. . . . .	. .
West Philadelphia, ...	1,141,871	55	21.50	5.2½	44	.	. .	. . . .	. . .	. . .	. . .	. .	.
Wilkes-Barre and Kingston, ...	94,833	37	4.50	5.2	30 & 45	1	1	4	3	. .	16	10,000	00
Williamsport, ...	88,863	66	2.15	4.8½	36	. .	1	4	5	3	28	. . .	
Total, ...	$11,997,469	55	538.28	. .	. .	154	66	1,457	336	151	9,915	$2,071,149	96

* Includes real estate.

TABLE C.—TRANSPORTATION OF PASSENGERS AND EXPENSES.

NAME OF COMPANY.	Number of passengers (all classes) carried in cars.	Of maintaining the road or real estate of corporation.		Of operating the road.		Total.	
Allentown,	$173,640	$1,264	69	$11,360	17	$12,624	86
Bradford and Kendall,	187,648	3,114	26	3,545	13	6,659	39
Central, Pittsburgh,	933,552	4,504	80	39,482	17	43,986	97
Chester,	702,123	2,166	97	20,994	59	23,161	56
Citizens', Philadelphia,	6,069,498	15,791	29	194,714	11	210,505	40
Citizens', Pittsburgh,	4,602,433	18,006	27	153,893	73	171,900	00
City, Altoona,	419,540	995	30	15,930	47	16,925	77
Coalville,	99,941	1,206	38	5,974	46	7,180	84
Continental,*						120,000	00
Easton and South Easton,	158,686	3,368	42	7,351	23	10,719	65
Empire,	4,391,970	†					
Erie City,	513,591	1,873	51	21,474	71	23,348	22
Federal Street and Pleasant Valley,	1,647,658	5,717	31	54,622	87	60,340	18
Frankford and Southwark,	9,813,910	23,684	43	319,854	85	343,539	28
Germantown.‡							
Green and Coates Streets, Philadelphia.‡							
Harrisburg City,	409,331	861	08	14,305	29	15,166	37
Hestonville, Mantua and Fairmount,	4,776,091	13,322	83	197,929	69	211,252	52
Johnstown,	469,017	2,097	35	19,259	31	21,356	66
Lancaster City,	35,964	466	36	1,036	03	1,502	39
Lombard and South Streets,	3,640,730	7,194	94	120,749	19	127,944	13
People's, Philadelphia,	20,797,786	30,663	33	462,471	50	493,134	83
People's Street, Lackawanna county,	708,183	12,900	41	32,932	57	45,832	98
Perkiomen Avenue,	374,707	2,250	50	13,440	52	15,691	02
Philadelphia and Darby.§							
Philadelphia and Gray's Ferry,	2,968,813	5,535	13	85,872	30	91,407	43
Philadelphia City,§		29	96	8,583	87	8,613	83

Philadelphia Traction,	30,895,139	45,048	25	998,195	42	1,043,243	67
Pittsburgh and Birmingham,	2,236,200	19,058	84	79,230	61	98,289	45
Pittsburgh and West End,	853,941	4,404	89	31,541	49	35,946	38
Pittsburgh, Allegheny and Manchester,	3,370,500	15,447	39	128,871	68	144,319	07
Pittsburgh, Oakland and East Liberty,	1,602,036	18,251	96	65,732	42	83,984	38
Pittsburgh Union,	1,463,546	5,516	86	64,017	57	69,534	43
Pittston,	87,110	473	12	3,639	36	4,112	48
Reading City,	421,961	1,817	37	22,866	14	24,683	51
Ridge Avenue, Philadelphia,	6,283,481	34,576	76	169,825	03	204,401	79
Schuylkill River.‖							
Second and Third Streets,	9,424,798	25,751	87	302,866	63	328,618	50
Second Avenue, Pittsburgh,	537,292	720	00	20,503	62	21,223	62
Seventeenth and Nineteenth Streets.¶							
South Side,	545,703	4,292	67	28,510	55	32,803	22
Stroudsburg,	Not stated.	Not stated.		Not stated.		Not stated.	
Thirteenth and Fifteenth Streets,	5,981,089	14,066	46	194,732	03	208,798	49
Transverse,	2,122,364	3,603	49	97,783	76	101,387	25
Union, Philadelphia,	11,743,313	26,221	00	496,448	95	522,669	95
West Philadelphia.¶							
Wilkes-Barre and Kingston,	326,888	3,266	12	13,965	36	17,231	48
Williamsport,	452,021	486	23	12,176	88	12,663	11
Total,	$142,242,194	$380,018	80	$4,536,686	26	$5,036,705	06

* Leased to Union Passenger Railway Company.
† Leased to Citizens' and Seventeenth and Nineteenth Streets Passenger Companies.
‡ Leased to People's Passenger Railway Company.
§ Operated by West Philadelphia Passenger Railway Company.
‖ Operated by Philadelphia and Gray's Ferry Passenger Company.
¶ Included in report of Philadelphia Traction Company.

TABLE D.—RECEIPTS.

NAME OF COMPANY.	Passengers.	Rent.	Manure.	Other Sources.	Total.
Allentown,	$13,307 43	$699 96		$307 35	$14,314 74
Bradford and Kendall,	9,382 40			74 90	9,457 30
Central, Pittsburgh,	46,683 60				46,683 60
Chester,	33,756 54		$241 79	304 50	34,302 83
Citizens', Philadelphia,	322,323 46	518 50	4,042 53	93,960 60	420,845 09
Citizens', Pittsburgh,	210,049 26	1,145 96	350 00	1,398 34	212,943 56
City, Altoona,	19,940 08		122 60	52 40	20,115 08
Coalville,	8,087 44	834 67	17 50	83 00	9,022 61
Continental,		120,000 00			120,000 00
Easton and South Easton,	8,229 58	52 00		4,483 27	12,764 85
Empire,	246,646 07				246,646 07
Erie City,	24,891 85	352 00		881 00	26,124 85
Federal Street and Pleasant Valley,	75,899 67	5,129 33		7,500 21	88,529 21
Frankford and Southwark,	545,217 25	1,585 75	5,304 66	2,674 24	554,781 90
Germantown.*					
Green and Coates Streets, Philadelphia.*					
Harrisburg City,	22,175 95	176 00	196 80	1,571 49	24,120 24
Hestonville, Mantua and Fairmount,	254,760 60	495 00	4,060 09	1,174 40	260,490 09
Johnstown,	23,127 12	60 00	50 00	538 42	23,775 54
Lancaster City,	1,770 33				1,770 33
Lombard and South Street,	174,432 77		1,667 49	2,278 85	178,379 11
People's Street, Lackawanna county,	47,811 93		128 65	1,706 11	49,646 69
People's, Philadelphia,	847,803 44	165 00	8,294 78	03	856,263 25
Perkiomen Avenue,	17,628 70	92 25	119 50	805 87	18,646 32
Philadelphia City,	Leased.	132,500 00	428 00	11,341 97	144,269 97
Philadelphia and Darby,	Leased.				Not stated.
Philadelphia and Gray's Ferry,	143,766 18	1,160 00	1,735 28	555 25	147,216 71
Philadelphia Traction,	1,773,183 50		11,195 64	9,156 05	1,793,535 19
Pittsburgh, Allegheny and Manchester,	176,264 22		97 50	7,411 35	183,773 07
Pittsburgh and Birmingham,	111,810 00				111,810 00
Pittsburgh, Oakland and East Liberty,	98,170 33		27 78		98,198 11
Pittsburgh and West End,	44,625 62		115 50	227 01	44,968 13
Pittsburgh Union,	72,003 25		75 00	5,852 00	77,930 25
Pittston,	4,351 87		25 50	579 90	4,957 27
Reading City,	22,626 60			3,421 71	26,048 31
Ridge Avenue, Philadelphia,	324,993 95			1,347 71	326,341 66
Second Avenue,	25,691 58				25,691 58

Schuylkill River.†												
Second and Third Streets,	530,951	97	. . . . .	. .	6,471	44	1,100	00	538,523	41
Seventeenth and Nineteenth Streets,	‡		15,000	00	. . . .	. .	. . . . .	. .	15,000	00
South Side,	27,285	19	63	00	75	00	231	52	27,654	71
Stroudsburg,	Not stated.		1,800	00	. . .	. .	. .	. .	1,800	00
Thirteenth and Fifteenth Streets,	314,108	59	184	25	3,431	60	57	00	317,781	44
Transverse,	104,578	67	. . . . .	. .	297	92	1,068	85	105,945	44
Union, Philadelphia,	683,384	36	. .	. .	6,168	47	220,030	40	909,583	23
West Philadelphia.	‡		150,000	00	. . . . .	. .	. . . . .	. .	150,000	00
Wilkes-Barre and Kingston,	28,212	39	. . . . .	. .	. . .	. .	756	93	28,969	32
Williamsport,	19,368	93	. . . . .	. .	53	00	26	08	19,448	01
Total,	$7,459,302	67	$432,013	67	$54,794	02	$382,958	71	$8,329,069	07

*Leased to People's Passenger Railway Company. †Operated by Philadelphia and Gray's Ferry Passenger Railway Company.
‡Included in report of Philadelphia Traction Company.

TABLE E.—ACCIDENTS.

Name of Company.	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Citizens', Philadelphia,		1						1
Citizens', Pittsburgh,	2				1	1	3	1
City, Altoona,			1				1	
Empire,		1			1	1	1	2
Frankford and Southwark,	1	5	1		1	2	3	7
Harrisburg City,		1						1
Hestonville, Mantua and Fairmount,					1	1	1	1
People's, Philadelphia,		13		13	2	15	2	41
People's Street, Lackawanna county,				1				1
Pittsburgh and Birmingham,		2		1	1	2	1	5
Pittsburgh, Allegheny and Manchester,		1				2		3
Pittsburgh Union,	1					1	1	1
Ridge Avenue, Philadelphia,		1				1		2
Second Avenue, Pittsburgh,		2		1				3
Transverse,	3	3					3	3
Williamsport,				1	1		1	1
Total,	7	30	2	17	8	26	17	73

COMPARATIVE STATEMENT FOR FIVE YEARS—Capital Stock paid in.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Allentown,	$45,260 00	$45,260 00	$45,260 00	$45,260 00	$45,260 00
Bradford and Kendall,					12,000 00
Central, Pittsburgh,	27,750 00	27,250 00	100,000 00	100,000 00	100,000 00
Chester,				80,000 00	80,000 00
Citizens', Philadelphia,	192,500 00	192,500 00	192,500 00	192,500 00	192,500 00
Citizens', Pittsburgh,	192,000 00	192,000 00	200,000 00	200,000 00	200,000 00
City, Altoona,				53,000 00	68,000 00
Coalville,	62,675 00	62,675 00	62,675 00	62,675 00	62,675 00
Continental,	580,000 00	580,000 00	580,000 00	580,000 00	580,000 00
Easton and South Easton,	29,562 50	29,562 50	29,562 50	29,562 50	29,562 50
Empire,		200,000 00			*
Erie City,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Federal Street and Pleasant Valley,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Frankford and Southwark,	600,000 00	600,000 00	600,000 00	600,000 00	750,000 00
Germantown,	572,860 00	572,860 00	572,860 00	572,860 00	572,860 00
Green and Coates Streets, Philadelphia,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Harrisburg City,	50,000 00	50,000 00	62,500 00	62,500 00	62,500 00
Hestonville, Mantua and Fairmount,	299,381 36	299,381 36	299,381 36	299,381 36	299,381 36
Johnstown,				56,000 00	84,000 00
Lancaster City,					10,000 00
Lehigh Avenue,				60,000 00	60,000 00
Lombard and South Street,	195,000 00	194,962 50	242,467 50	285,555 00	294,393 00
People's, Philadelphia,	124,744 00	460,000 00	560,000 00	500,000 00	500,000 00
People's Street, Scranton,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Perkiomen Avenue,	40,000 00	40,000 00		40,000 00	40,000 00
Philadelphia City,	475,000 00	475,000 00	475,000 00	475,000 00	475,000 00
Philadelphia and Darby,		200,000 00	200,000 00	200,000 00	200,000 00
Philadelphia and Gray's Ferry,	308,750 00	308,750 00	308,750 00	308,750 00	308,750 00
Philadelphia Traction,					2,000,000 00
Pittsburgh, Allegheny and Manchester,	300,000 00	350,000 00	350,000 00	350,000 00	350,000 00
Pittsburgh and Birmingham,	150,000 00	162,000 00	162,000 00	174,000 00	186,000 00
Pittsburgh, Oakland and East Liberty,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00

* Unknown to present officers.

COMPARATIVE STATEMENT FOR FIVE YEARS—Capital Stock paid in—Continued.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
Pittsburgh Union,							$69,375	00	$69,375	00
Pittsburgh and West End,	$17,060	14	$17,060	14	$17,060	14	26,060	14	36,060	14
Pittston,	18,362	50	18,362	50			10,000	00	10,000	00
Reading City,	40,550	00	40,550	00	40,550	00	40,550	00	40,550	00
Ridge Avenue, Philadelphia,	420,000	00	420,000	00	420,000	00	420,000	00	420,000	00
Schuylkill River,	50,000	00	50,000	00	50,000	00	50,000	00	50,000	00
Scranton,							1,000	00	1,000	00
Second Avenue, Pittsburgh,									30,000	00
Second and Third Streets,	771,076	25	771,076	25	771,076	25	1,060,200	00	771,076	25
Seventeenth and Nineteenth Streets,	250,000	00	250,000	00	250,000	00	250,000	00	250,000	00
South Side,	38,400	00	38,400	00	38,400	00	38,400	00	38,400	00
Stroudsburg,	25,600	00	25,600	00	25,600	00	25,600	00	25,600	00
Thirteenth and Fifteenth Streets,	334,529	44	334,529	44	334,529	44	334,529	44	334,529	44
Transverse,					175,000	00	175,000	00	175,000	00
Union, Philadelphia,	425,000	00	425,000	00	751,100	00	925,000	00	925,000	00
West Philadelphia,	750,000	00	750,000	00	750,000	00	750,000	00	750,000	00
Wilkes-Barre and Kingston,	100,000	00			100,000	00	100,000	00	100,000	00
Williamsport,	40,600	00	40,600	00	60,000	00	60,000	00	60,000	00
Total,	$8,098,911	19	$8,435,879	69	$9,465,672	95	$10,262,758	44	$12,249,472	65

COMPARATIVE STATEMENT FOR FIVE YEARS—Amount of Funded and Floating Debt.

Name of Company.	1880.	1881.	1882.	1883.	1884.
Allentown,	$12,000 00	$12,000 00	$11,000 00	$13,000 00	$13,000 00
Bradford and Kendall,					12,000 00
Central, Pittsburgh,	16,974 21	20,070 61	30,636 46	36,708 34	37,854 56
Citizens', Pittsburgh,	55,754 84	54,245 13	67,877 48	77,863 29	73,000 00
Coalville,	19,242 94	27,881 31	16,254 04	14,321 16	13,491 40
Continental,	350,000 00	350,000 00	350,000 00	350,000 00	350,000 00
Easton and South Easton,	8,000 00	6,800 00	8,300 00	7,800 00	14,692 82
Empire,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Erie City,	11,500 00	11,500 00	11,500 00	25,000 00	33,000 00
Federal Street and Pleasant Valley,	75,000 00	93,000 00	93,000 00	96,000 00	101,000 00
Frankford and Southwark,	102,000 00	102,000 00	102,000 00	102,000 00	102,000 00
Germantown,	227,500 00	227,500 00	227,500 00	227,500 00	227,500 00
Green and Coates Streets, Philadelphia,	121,916 68	121,916 68	121,916 68	121,916 68	121,916 68
Harrisburg City,	7,049 05	12,271 27			
Hestonville, Mantua and Fairmount,	515,704 00	531,184 60	525,754 00	528,954 00	514,964 47
Lancaster City,					1,400 00
Lombard and South Street,	62,500 00	145,413 88	200,212 08	350,975 77	185,386 00
People's Street, Scranton,	20,000 00	21,782 87	21,049 66	20,930 63	23,243 66
People's, Philadelphia,	105,815 48	105,815 48	2,756,501 52	2,484,948 34	2,362,517 19
Perkiomen Avenue,	500 00	2,000 00	3,000 00		2,500 00
Philadelphia City,	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Philadelphia and Darby,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Philadelphia and Gray's Ferry,	18,500 00	18,500 00	18,500 00	18,500 00	28,500 00
Pittsburgh, Allegheny and Manchester,	105,000 00	105,000 00	128,000 00	205,000 00	210,000 00
Pittsburgh and Birmingham,	40,000 00	40,000 00	96,138 35	86,000 00	84,000 00
Pittsburgh, Oakland and East Liberty,	85,872 58	97,523 08	98,285 54	93,277 66	113,540 46
Pittsburgh and West End,	21,533 57	17,500 00	21,319 99	16,000 00	16,700 00
Pittsburgh Union,				107,333 34	117,833 34
Pittston,	6,920 33	8,571 50			
Reading City,			2,650 00	13,147 42	14,000 00
Second Avenue, Pittsburgh,					34,204 80
Seventeenth and Nineteenth Streets,	100,000 00	134,500 00	134,500 00	134,500 00	134,500 00
South Side,	26,553 81	31,587 97	34,761 96	31,480 44	37,920 35
Thirteenth and Fifteenth Streets,	100,000 00	100,000 00	120,797 50	160,000 00	163,335 00

COMPARATIVE STATEMENT FOR FIVE YEARS—Amount of Funded and Floating Debt—Continued.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
Transverse,	. . .		. . .		$193,219	95	$205,000	00	$222,645	63
Union, Philadelphia,	$500,000	00	$500,000	00	500,000	00	500,000	00	730,300	00
West Philadelphia,	246,000	00	246,000	00	246,000	00	246,000	00	246,000	00
Williamsport,	. . . . .		. . . . .		10,133	34	12,749	25	7,454	19
Total,	$3,544,863	28	$4,276,682	90	$6,750,808	56	$6,891,906	32	$6,950,400	55

COMPARATIVE STATEMENT FOR FIVE YEARS—Cost of Road and Equipment.

Name of Company.	1880.		1881.		1882.		1883.		1884.	
Allentown,	$36,418	13	$37,918	13	$37,873	13	$38,215	63	$38,320	63
Bradford and Kendall,									17,564	41
Central, Pittsburgh,	50,349	57	53,210	61	130,489	05	156,243	76	137,586	76
Chester,							88,484	22	89,585	87
Citizens', Philadelphia,	306,678	34	306,777	34	118,745	15	313,077	74	319,134	57
Citizens', Pittsburgh,	191,472	09	180,570	34	211,293	34	229,671	52	229,270	27
City, Altoona,							52,719	76	68,000	00
Coalville,	46,917	01	46,917	01	46,917	01	46,917	01	46,917	01
Continental,	380,355	99	380,355	99	380,355	99	380,355	99	380,355	99
Easton and South Easton,	25,962	50	25,962	50	25,962	50	25,962	50	25,962	50
Empire,	106,000	00	106,000	00	106,000	00	106,000	00	Not stated.	
Erie City,	59,781	01	61,992	91	61,992	91	76,271	94	89,009	59
Federal Street and Pleasant Valley,	140,000	00	140,000	00	140,000	00	140,000	00	140,000	00
Frankford and Southwark,	963,887	45	981,738	10	931,738	10	975,455	00	982,175	45
Germantown,	948,106	81	950,782	56			950,782	56	Not stated.	
Green and Coates Streets, Philadelphia,	247,564	15	258,181	43	258,181	43	258,181	43	Not stated.	
Harrisburg City,	43,351	85	50,022	24	55,777	90	59,971	51	63,563	38
Hestonville, Mantua and Fairmount,	539,919	56	540,189	56	538,479	56	537,904	56	537,994	56
Johnstown,							59,962	27	84,192	25
Lancaster City,									9,391	49
Lombard and South Street,	276,199	09	306,637	51	334,132	26	641,774	92	658,566	64
People's, Philadelphia,	213,706	17	920,905	15	251,177	60	236,343	60	289,547	35
People's Street, Lackawanna county,	162,101	39	168,582	58	169,032	58	173,230	84	173,460	84
Perkiomen Avenue,	87,260	18	90,250	28	92,680	28	89,820	28	92,295	28
Philadelphia and Darby,									Not stated.	
Philadelphia and Gray's Ferry,	266,606	98	266,606	98	266,606	98	266,606	98	276,776	53
Philadelphia City,	862,138	36	875,227	88	875,842	88	875,842	88	875,842	88
Pittsburgh and Birmingham,	135,887	00	140,163	96	145,879	96	145,879	96	166,000	00
Pittsburgh and West End,	39,740	19	44,057	00	44,723	71	47,119	04	50,139	31
Pittsburgh, Allegheny and Manchester,	280,450	49	305,243	96	293,135	37	294,700	87	286,256	46
Pittsburgh, Oakland and East Liberty,	182,208	26	193,042	18	193,366	18	193,609	91	190,107	83
Pittsburgh Union,							148,494	65	147,684	65
Pittston,	26,765	25	26,765	75			10,000	00	10,000	00
Reading City,	47,223	14	47,223	14	48,223	14	62,515	07	67,043	17
Ridge Avenue, Philadelphia,	559,791	49	561,367	25	560,867	25	562,617	25	569,413	24
Schuylkill River,	47,463	54	47,463	54	47,463	54	47,463	54	47,463	54
Second and Third Streets,	915,310	96	920,788	72	926,025	91	928,461	91	931,178	77

COMPARATIVE STATEMENT FOR FIVE YEARS—Cost of Road and Equipment—Continued.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
Second Avenue, Pittsburgh,									$65,750	00
Seventeenth and Nineteenth Streets,	$229,246	60	$229,246	60	$229,246	60	$229,246	60	229,246	60
South Side,	81,851	13	81,851	13	81,851	13	81,851	13	81,851	13
Stroudsburg,	24,124	84	24,127	84	24,627	84	25,027	84	24,627	84
Thirteenth and Fifteenth Streets,	335,848	75	335,848	75	354,851	57	358,102	50	321,566	86
Transverse,					355,488	27	366,806	64	366,806	64
Union, Philadelphia,*	1,562,841	72	1,641,562	00	1,933,375	60	2,192,351	43	2,491,250	68
West Philadelphia,	996,923	12	1,052,264	28	1,074,325	34	1,082,268	93	1,141,871	55
Wilkes-Barre and Kingston,	94,833	37	94,833	37	94,833	37			94,833	37
Williamsport,	38,439	30	38,439	30	77,658	29	89,432	05	88,863	66
Total,	$11,503,466	71	$12,549,845	69	$11,569,401	82	$13,645,746	22	$11,997,469	55

* Including real estate 1883 and 1884.

COMPARATIVE STATEMENT FOR FIVE YEARS—Number of Passengers (all classes) Carried in Cars.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Allentown,	149,039	167,973	168,572	207,976	173,640
Bradford and Kendall,	.....	320,148	...	...	187,648
Central, Pittsburgh,	.....	577,406	655,530	978,953	933,552
Chester,	...	...	...	639,697	702,123
Citizens', Philadelphia,	5,615,494	5,788,943	5,689,947	6,077,066	6,069,498
Citizens', Pittsburgh,	3,228,718	4,063,640	4,126,362	4,308,896	4,602,433
City, Altoona,	...	.....	.....	398,465	419,540
Coalville,	83,617	103,288	115,398	114,056	99,941
Easton and South Easton,	140,679	163,587	169,981	151,230	158,686
Empire,	2,442,448	2,681,473	2,931,102	3,642,974	4,391,970
Erie City,	265,177	306,931	317,972	336,931	513,591
Federal Street and Pleasant Valley,	1,261,943	1,388,756	1,608,040	1,601,157	1,647,658
Frankford and Southwark,	8,103,291	8,553,907	9,509,207	9,186,168	9,813,910
Germantown,	12,088,819	10,167,849	.....	.....	.....
Green and Coates Streets, Philadelphia,	3,405,350	2,348,744	.....	.....	.....
Harrisburg City,	241,324	316,201	367,243	408,615	409,331
Hestonville, Mantua and Fairmount,	4,828,214	4,609,954	4,687,840	4,673,736	4,776,091
Johnstown,	.....	.....	.....	390,748	469,017
Lancaster City,	...	...	...	...	35,964
Lombard and South Street,	1,4'6,194	1,532,669	2,696,652	3,216,274	3,640,730
People's, Philadelphia,	1,320,819	6,422,851	20,554,527	20,053,497	20,797,786
People's Street, Lackawanna county,	337,272	387,830	475,471	603,815	708,183
Perkiomen Avenue,	189,092	278,037	372,073	377,526	374,707
Philadelphia City,	9,440,591	10,015,323	9,383,055	9,597,718	...
Philadelphia and Gray's Ferry,	2,411,668	2,474,798	2,684,496	2,834,623	2,968,813
Philadelphia Traction,	...	...	.....	...	30,895,139
Pittsburgh, Allegheny and Manchester,	2,857,172	2,974,168	3,219,197	3,301,226	3,370,500
Pittsburgh and Birmingham,	1,884,359	2,125,385	1,623,871	2,015,136	2,236,200
Pittsburgh, Oakland and East Liberty,	1,133,134	1,216,991	1,428,444	1,657,002	1,602,036
Pittsburgh Union,	...	.....	.....	1,518,326	1,463,546
Pittsburgh and West End,	998,195	755,323	848,192	891,054	853,941
Pittston,	43,735	49,342	...	80,982	87,110
Reading City,	250,498	298,891	331,289	352,175	421,961
Ridge Avenue, Philadelphia,	5,004,575	5,298,495	5,510,259	5,757,020	6,283,481
Second Avenue, Pittsburgh,	.....	.....	.....	.....	537,292

COMPARATIVE STATEMENT FOR FIVE YEARS—Number of Passengers (all classes) Carried in Cars—Continued.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Second and Third Streets,	9,006,646	9,156,392	9,504,889	9,595,459	9,424,798
South Side,	522,459	425,100	681,493	586,092	545,703
Stroudsburg,	23,041	26,172	26,954	28,788	. . . . .
Thirteenth and Fifteenth Streets,	5,140,046	5,193,638	5,367,803	5,421,922	5,981,089
Transverse,	. . .	. . .	1,630,509	2,144,636	2,122,364
Union, Philadelphia,	20,053,880	20,960,569	21,864,841	22,741,228	*11,743,313
West Philadelphia,	8,768,080	9,164,615	9,070,422	9,561,867	. . . . .
Wilkes-Barre and Kingston,	202,319	275,150	290,400	337,100	326,888
Williamsport,	333,475	432,837	458,642	484,355	452,021
Total,	113,190,754	121,023,456	125,380,656	136,274,585	142,242,194

* From January 1, to June 30, 1884. Remaining six months of 1884 included in report of Philadelphia Traction Company.

COMPARATIVE STATEMENT FOR FIVE YEARS—Expenses.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
Allentown,	$8,476	57	$9,979	65	$11,652	50	$12,989	43	$12,624	86
Bradford and Kendall,									6,659	39
Central, Pittsburgh,	19,445	11	22,754	15	35,072	86	45,794	59	43,986	97
Chester,							17,571	08	23,161	56
Citizens', Philadelphia,	196,372	39	224,425	18	244,659	59	225,307	45	210,505	40
Citizens', Pittsburgh,	93,534	75	121,165	94	135,247	15	147,561	28	171,900	00
City, Altoona,							19,486	16	16,925	77
Coalville,	4,875	88	5,472	83	6,432	83	5,749	81	7,180	84
Continental,									120,000	00
Easton and South Easton,	5,760	53	7,146	12	6,662	66	7,172	95	10,719	65
Erie City,	9,739	09	10,932	47	12,907	06	11,744	56	23,348	22
Federal Street and Pleasant Valley,	45,157	80	48,731	44	58,898	57	63,188	55	60,340	18
Frankford and Southwark,	279,527	82	298,600	14	316,644	87	300,680	46	343,539	28
Germantown,	284,167	55	263,158	82						
Green and Coates Streets, Philadelphia,	101,408	22	76,803	18						
Harrisburg City,	12,677	34	16,619	74	17,734	55	15,697	17	15,166	37
Hestonville, Mantua and Fairmount,	197,313	75	209,055	49	203,031	52	215,689	65	211,252	52
Johnstown,							14,589	24	21,356	66
Lancaster City,									1,502	39
Lombard and South Street,	62,963	35	80,431	65	105,558	98	119,005	30	127,944	13
People's Street, Lackawanna county,	21,584	98	29,875	25	27,372	21	38,932	41	45,832	98
People's, Philadelphia,	59,075	74	240,451	79	851,237	86	479,695	28	493,134	83
Perkiomen Avenue,	7,033	75	16,338	86	28,614	30	15,774	67	15,691	02
Philadelphia City,	323,948	56	373,937	47	350,712	68	342,638	62	8,513	83
Philadelphia and Gray's Ferry,	84,149	50	96,646	08	91,620	81	93,058	52	91,407	43
Philadelphia Traction,									1,043,243	67
Pittsburgh, Allegheny and Manchester,	89,923	45	102,367	90	119,492	19	116,418	17	144,319	07
Pittsburgh and Birmingham,	60,019	33	85,828	71	73,881	98	80,040	30	98,289	45
Pittsburgh, Oakland and East Liberty,	58,016	55	71,797	00	66,213	82	84,781	69	83,984	38
Pittsburgh and West End,	37,465	06	32,923	34	18,517	74	34,272	33	35,946	38
Pittsburgh Union,							63,446	99	69,534	43
Pittston,	1,742	21	1,973	99			3,636	28	4,112	48
Reading City,	13,431	90	14,968	75	17,432	48	16,090	10	24,683	51
Ridge Avenue, Philadelphia,	146,519	80	155,021	94	161,867	97	189,555	33	204,401	79
Second Avenue, Pittsburgh,									21,223	62
Second and Third Streets,	305,182	48	319,039	87	326,202	18	353,306	86	328,618	50
South Side,	26,311	38	22,971	74	43,510	84	35,773	48	32,803	22

COMPARATIVE STATEMENT FOR FIVE YEARS—Expenses—Continued.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
Stroudsburg,	$2,511	57	$2,723	63	$3,027	21	$3,095	27	.	.
Thirteenth and Fifteenth Streets,	184,839	28	179,849	37	194,004	22	203,507	26	$208,798	49
Transverse,	. .	. .	. .		82,161	89	92,746	88	101,387	25
Union, Philadelphia,	758,875	55	792,461	78	896,727	67	899,238	50	522,669	95
West Philadelphia,	333,969	83	370,657	68	336,000	34	354,303	77	. .	. .
Wilkes-Barre and Kingston,	12,604	08	14,790	50	14,973	00	18,896	67	17,231	48
Williamsport,	11,491	59	11,468	55	13,488	80	11,626	04	12,663	11
Total,	$3,741,045	82	$4,543,170	80	$4,868,563	33	$4,753,263	10	$5,036,705	06

COMPARATIVE STATEMENT FOR FIVE YEARS—Receipts.

Name of Company.	1880.	1881.	1882.	1883.	1884.
Allentown,	$8,497 63	$11,175 03	$14,787 34	$13,954 77	$14,314 74
Bradford and Kendall,		16,247 29			9,457 30
Central, Pittsburgh,	29,953 95	24,366 35	36,113 30	48,222 90	46,683 60
Chester,				30,565 70	34,302 83
Citizens', Philadelphia,	330,835 08	362,555 54	407,642 52	437,027 54	420,845 09
Citizens', Pittsburgh,	225,128 67	210,610 41	186,990 25	200,687 65	212,943 56
City, Altoona,				19,718 53	20,115 08
Coalville,	6,871 54	7,952 99	9,062 71	9,126 20	9,022 61
Continental,	50,000 00	120,000 00			120,000 00
Easton and South Easton,	8,092 49	8,964 73	9,375 87	8,332 23	12,764 85
Empire,					246,646 07
Erie City,	13,411 68	15,026 10	15,544 00	15,966 82	26,124 85
Federal Street and Pleasant Valley,	64,764 42	70,578 49	86,021 05	78,885 22	88,529 21
Frankford and Southwark,	456,389 00	481,492 66	534,800 44	519,145 07	554,781 90
Germantown,	497,089 51	443,150 68			
Green and Coates Streets, Philadelphia,	186,706 71	129,889 90	60,000 00	60,000 00	
Harrisburg City,	31,341 18	34,163 20	37,431 68	23,868 79	24,120 24
Hestonville, Mantua and Fairmount,	261,806 20	272,437 24	268,033 09	259,009 10	260,490 09
Johnstown,				19,748 66	23,775 54
Lancaster City,					1,770 33
Lombard and South Street,	74,940 21	78,479 64	133,878 42	158,825 12	178,379 11
People's, Philadelphia,	75,171 69	466,034 10	1,185,741 66	1,231,879 59	856,263 25
People's Street, Lackawanna county,	25,305 11	29,875 25	35,426 55	43,941 87	49,646 69
Perkiomen Avenue,	10,089 99	16,338 86	20,701 06	19,759 32	18,646 32
Philadelphia and Gray's Ferry,	133,165 40	136,587 98	137,997 92	139,914 59	147,216 71
Philadelphia City,	525,479 57	566,477 31	524,569 12	534,674 00	144,269 97
Philadelphia Traction,					1,793,535 19
Pittsburgh and Birmingham,	94,755 19	105,451 80	81,733 31	101,280 85	111,810 00
Pittsburgh and West End,	53,840 37	40,152 35	45,240 70	47,350 34	44,968 13
Pittsburgh, Allegheny and Manchester,	154,490 59	210,079 71	193,802 68	268,285 97	183,773 07
Pittsburgh, Oakland and East Liberty,	74,448 75	78,169 75	88,398 85	100,897 82	98,198 11
Pittsburgh Union,				80,152 73	77,930 25
Pittston,	2,160 78	3,457 14		4,305 22	4,982 47
Reading City,	17,720 55	19,290 63	29,558 13	33,990 11	26,048 31
Ridge Avenue, Philadelphia,	261,557 11	274,753 34	287,550 26	300,897 11	326,341 66
Second and Third Streets,	511,074 42	519,303 73	541,147 46	546,546 06	538,523 41

COMPARATIVE STATEMENT FOR FIVE YEARS—Receipts—Continued.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
Second Avenue, Pittsburgh,									$25,691	58
Seventeenth and Nineteenth Streets,	$15,000	00	$15,000	00			$15,000	00	15,000	00
South Side,	26,558	67	21,860	50	$36,623	95	32,974	50	27,654	71
Stroudsburg,	5,765	91	5,790	70	6,195	70	4,631	09	1,800	00
Thirteenth and Fifteenth Streets,	288,706	37	294,147	82	313,038	55	338,936	03	317,781	44
Transverse,					79,551	30	108,604	02	105,945	44
Union, Philadelphia,	1,172,515	70	1,229,523	85	1,302,133	87	1,350,341	56	909,583	23
West Philadelphia.	475,938	24	505,175	52	511,196	67	544,948	59	150,000	00
Wilkes-Barre and Kingston,	18,397	80	22,143	10	24,749	79	28,569	36	28,969	32
Williamsport,	15,375	70	16,819	54	20,551	78	22,212	67	19,448	01
Total,	$6,163,392	23	$6,858,319	22	$7,268,343	00	$7,803,207	71	$8,329,069	07

COMPARATIVE STATEMENT FOR FIVE YEARS—Interest on Funded Debt and Cash or Stock Dividends Declared.

Name of Company.	Interest on Funded Debt.					Dividend Declared.				
	1880.	1881.	1882.	1883.	1884.	1880.	1881.	1882.	1883.	1884.
Allentown,	7	6	5	5	5					
Central, Pittsburgh,		6	6	6	6					
Central, Reading,	7									
Chester,										9 per cent.
Citizens', Philadelphia,						$11 50	$11 50	$12 00	$12 00	$15 00
Citizens', Pittsburgh,	5	5	5	5	5	14	18 00	6 00	9 00	10 per cent.
City, Altoona,									3 per cent.	3½ per cent. on $53,000.
Coalville,	6	6	6	6	6					
Continental,	6	6	6	6	6					6 00
Empire,	7	7	7	7	7					1 75
Erie City,			6		6					
Federal Street and Pleasant Valley,		6	6	6	6	10	11	10	10	
Frankford and Southwark,	7	7	7	7	7	4½	4¾	25	24	30 per cent.
Germantown,	7 & 5	7 & 5	7 & 5	Not given.	5	8	8			
Green and Coates Streets, Philadelphia,	6	6	6	6	6	12	7		12	
Harrisburg City,						6	6	6	6	8 per cent.
Hestonville, Mantua and Fairmount,	6 & 7	6	6	6	6					
Johnstown,									3	4 per cent.
Lombard and South Street,	7	7	7 & 5	7 & 5	5 & 7					2 per cent.
People's Street, Lackawanna county,	7	7	7	7	6			4		
People's, Philadelphia,	7	7 & 5	7 & 5	5 & 7	5 & 7		2	4		
Perkiomen Avenue,			7 3/10				2½	5		
Philadelphia City,	6 & 7	7 & 5		5 & 7	5 & 7					13 per cent.
Philadelphia and Darby,	7	7	7	7	7					
Philadelphia and Gray's Ferry,			5 & 7	Not given.		3 00	2 75	2 25	2 50	3 50
Pittsburgh, Allegheny and Manchester,	8	8	8	6 & 8	6 & 8	6 00	11	4 50	1 per cent.	4 per cent.
Pittsburgh and Birmingham,	7 3/10	7 3/10		7 3/10	7 3/10					
Pittsburgh, Oakland and East Liberty,	7	7	6	6	6					
Pittsburgh and West End,	6		6	6	6	10 50		5 50	9 81¼	$3 cash and $3 33⅓ scrip.
Pittsburgh Union,				5	5					
Pittston,	7	7							6 per cent.	8 per cent.
Reading City,				5	5	5	9	4	4	

COMPARATIVE STATEMENT FOR FIVE YEARS—Interest on Funded Debt and Cash or Stock Dividends Declared—Continued.

Name of Company.	Interest on Funded Debt.					Dividend Declared.				
	1880.	1881.	1882.	1883.	1884.	1880.	1881.	1882.	1883.	1884.
Ridge Avenue, Philadelphia,						$6 00			$6 00	25 per cent.
Schuylkill River,								$0 50	50	$0 50
Second Avenue, Pittsburgh,					6					
Second and Third Streets,						13	12	13	16 per cent.	16 per cent.
Seventeenth and Nineteenth Streets,	7	7 & 6	7 & 5	7 & 5	6			6	6	6 per cent.
South Side,		7	7	7	7		6½			
Stroudsburg,								2	5	
Thirteenth and Fifteenth Streets,	7	7	7	7	7		4	6	7	8 per cent.
Transverse,			6	6	6					
Union, Philadelphia,	6 & 7	6 & 5	6 & 5	6 & 5	6 & 5				240,000 00	
West Philadelphia,	6	6	6		6					19 per cent.
Wilkes-Barre and Kingston,						3	5		6	6 per cent.

COMPARATIVE STATEMENT FOR FIVE YEARS--Accidents.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.
Central, Pittsburgh,								2		
Citizens', Philadelphia,	3	3		1	1	2		2		1
Citizens', Pittsburgh,				4	1	1	1	3	3	1
City, Altoona,									1	
Empire,									1	2
Erie City,	1									
Federal Street and Pleasant Valley,	1		1	4						
Frankford and Southwark,	2	5			2	6		4	3	7
Harrisburg City,		1								1
Hestonville, Mantua and Fairmount,	1	1	4	4			1	5	1	1
Lombard and South Street,	1	1		3	1	4	3			
People's, Philadelphia,			3	1		16	1	28	2	41
People's Street, Lackawanna county,							1			1
Perkiomen Avenue,	1		1							
Philadelphia and Gray's Ferry,	1	1	1							
Philadelphia City,		6	1	4	3	2	1	8		
Pittsburgh and Birmingham,		1	1	1				3	1	5
Pittsburgh and West End,	2	1	1							
Pittsburgh, Allegheny and Manchester,	1	1	1	2	2	1	1	4		3
Pittsburgh, Oakland and East Liberty,				2						
Pittsburgh Union,							1	3	1	1
Ridge Avenue, Philadelphia,	1		2				1	2		2
Second and Third Streets,	1		1				1	3		
Second Avenue, Pittsburgh,										3
Thirteenth and Fifteenth Streets,			1	2			1	2		
Transverse,					1	1			3	3
Union, Philadelphia,							1	1		
West Philadelphia,		10								
Wilkes-Barre and Kingston,			1				1		1	1
Total,	16	31	19	28	11	33	15	70	17	73

TABULATED RESULTS

COMPILED FROM CANAL REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Total amount now paid in of capital stock.	Total amount of funded debt.	Total amount of floating debt.	Total amount of funded and floating debt.
Delaware and Hudson,	Unlimited.	$23,500,000 00	$15,378,000 00	. . . . .	$15,378,000 00
Delaware Division,	$2,400,000 00	1,633,350 00	800,000 00	. . . . .	800,000 00
Lehigh Coal and Navigation,	Unlimited.	12,330,450 00	[1]16,551,250 00	$754,492 27	[1]17,305,742 27
Monongahela Navigation,	Unlimited.	1,063,750 00	[2]380,000 00	10,000 00	390,000 00
Pennsylvania,	5,000,000 00	4,501,200 00	2,842,000 00	. . .	2,842,000 00
Schuylkill Navigation,	. . . .	[3]3,975,912 00	8,517,888 36	450,683 65	8,968,572 01
Susquehanna,	Unlimited.	2,002,746 00	2,901,310 58	[4]477,709 41	3,379,019 99
Union,	2,907,850 00	2,907,850 00	3,000,000 00	[5]155,000 00	3,155,000 00
Total,	. . . . .	$51,915,258 00	$50,370,448 94	$1,847,885 33	$52,218,334 27

[1] Less $3,557,500 assumed by the Central Railroad Company of New Jersey. [2] $52,000 of five per cent. bonds held by the company itself.
[3] Common, $690,800; preferred, $3,285,100; scrip, $12. [4] Of this, $456,427 08 is interest on funded debt. [5] About.

TABLE B.—CHARACTERISTICS OF CANAL.

NAME OF COMPANY.	Cost of canal and fixtures.		Length of main line of the canal.	Number of branch or leased canals.	Width at top water line.	Width at bottom.	Depth of water.	Number of basins.	Number of locks.	Number of weigh locks.	Number of bridges.	Number of dams.	Number of miles of slack water.	Number of boats owned by the company.	Value of real estate held by the company, exclusive of canal.	
					Feet.	*Feet.*	*Feet.*									
Delaware and Hudson,	$6,339,210	49	108		48	32	6		132	2	136	40	3	717		
Delaware Division,	2,433,350	00	60		44	26	6	4	33		88			[1]750	$5,000	00
Lehigh Coal and Navigation,	3,000,000	00	48	1	60 to 100	45	6	5	58	1	10	9	12	[2]638	200,000	00
Monongahela Navigation,	1,573,277	56	[3]86						10			7	86		25,548	12
Pennsylvania,	Not stated.		324	2	45 to 60	30 to 40	4 to 6¼	60	135	3	467	19	11	288		
Schuylkill Navigation,[4]	Not stated.		108.23	1	60 to 300	40 to 45	6¼	19	71		121	31	47.98	[5]427		
Susquehanna and Tide Water,[4]	4,931,345	53	[6]45		50	30	5½ to 6	2	43	1	18	4	2	6		
Union,	5,907.850	00	77.64	1	43	28	4½	8	93	2	73	16	5	[1]23		
Total,	$24,185,033	58	856.87	5				98	575	9	913	126	166.98	2,849	$230,548	12

[1] All owned and run by private parties. [2] 339 of these owned and run by private parties. [3] All slack water. [4] Leased to Philadelphia and Reading Railroad Company. [5] 92 of these owned and run by private parties. [6] 14½ miles in Maryland.

TABLE C.—TONNAGE, EXPENSES, AND RECEIPTS.

NAME OF COMPANY.	Gross amount of tonnage including branches and leased canals.	EXPENSES.						RECEIPTS.	
		Maintaining the canal or real estate of the corporation.		Operating the canal.		Total.		Total.	
Delaware and Hudson,	1,324,894	$91,170	44	$80,341	35	$171,511	79	[1]$54,171	56
Delaware Division.*									
Lehigh Coal and Navigation,	762,588	69,265	19	119,842	65	189,107	84	2,167,737	64
Monongahela Navigation,	[2]	55,683	24	44,655	95	100,339	19	209,267	97
Pennsylvania,	649,517	165,652	84	26,719	86	192,372	70	315,412	22
Schuylkill Navigation,	[3]652,902	110,409	12	68,687	00	179,096	12	381,762	88
Susquehanna and Tide-Water,	[3]320,487	33,122	32	15,615	42	48,737	74	55,540	45
Union,	16,165	10,966	74	10,878	09	21,844	83	22,963	83
Total,	3,726,553	$536,269	89	$366,740	32	$903,010	21	$3,206,856	55

[1]The canal is used almost exclusively in transporting the coal of the company, and the receipts given are from miscellaneous sources. [2]Reported partly in tons and partly in barrels, bushels, feet, &c., and incapable of reduction to tons in this table. [3]Reported by Philadelphia and Reading Railroad Company, lessee.

*Included in report of Lehigh Coal and Navigation Company, lessee.

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Name of Company.	Lumber.	Coal.		Pig-iron.	Other iron or castings.
		Anthracite.	Bituminous.		
Delaware and Hudson,	24,556	1,089,389	199	235 including ores.	castings and
Delaware Division.*					
Lehigh Coal and Navigation,	$28,259\frac{568}{2000}$	$536,210\frac{48}{2000}$	$2,944\frac{1437}{2000}$	$29,006\frac{1180}{2000}$	$435\frac{354}{2000}$
Monongahela Navigation.†					
Pennsylvania,	96,866	498,528	911	121	48
Schuylkill Navigation,	38,861	557,795	. . . .	. . . . .	120
Susquehanna and Tide-Water,	11,209	274,382	1,648	. . . . .	1
Union,	3,169	$8,681\frac{8}{100}$	. . . .	. . . . .	. . . . .
Total,	$202,920\frac{568}{2000}$	$2,964,985\frac{208}{2000}$	$5,702\frac{1437}{2000}$	$29,362\frac{1180}{2000}$	$604\frac{354}{2000}$

*Included in report of Lehigh Coal and Navigation Company, lessee. †See note to Table C.

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS—Continued.

NAME OF COMPANY.	Iron and other ores.	Lime and limestone.	Agricultural products.	Merchandise and manufactures.	Other articles.
Delaware and Hudson,	. . . . .	4,183	. . . . .	167,574	38,758
Delaware Division.*					
Lehigh Coal and Navigation,	$30,179\frac{1433}{2000}$	$73,183\frac{1620}{2000}$	$15,110\frac{1947}{2000}$	$6,756\frac{1678}{2000}$	$40,500\frac{1164}{2000}$
Monongahela Navigation.†					
Pennsylvania,	12,197	14,692	. . . . .	71	26,083
Schuylkill Navigation,	643	13,653	171	7,606	34,053
Susquehanna and Tidewater,	. . . . .	6,649	6,003	9,791	10,804
Union,	. . . . .	$3,178\frac{8}{100}$	. . . .	. . . . .	$1,136\frac{12}{100}$
Total,	$43,019\frac{1433}{2000}$	$115,538\frac{1780}{2000}$	$21,284\frac{1947}{2000}$	$191,798\frac{1678}{2000}$	$151,334\frac{1404}{2000}$

* Included in report of Lehigh Coal and Navigation Company, lessee.

† See note to Table C.

COMPARATIVE STATEMENT FOR FIVE YEARS—Amount of Capital Stock Paid in.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
Delaware and Hudson,	$20,000,000	00	$20,000,000	00	$20,000,000	00	$20,000,000	00	$23,500,000	00
Delaware Division,	1,633,350	00	1,633,350	00	1,633,350	00	1,633,350	00	1,633,350	00
Lehigh Coal and Navigation,	10,259,250	00	10,328,350	00	11,206,900	00	11,441,850	00	12,330,450	00
Monongahela Navigation,	1,004,650	00	1,004,650	00	1,004,650	00	1,004,650	00	1,063,750	00
Pennsylvania,	4,501,200	00	4,501,200	00	4,501,200	00	4,501,200	00	4,501,200	00
Schuylkill Navigation, (Philadelphia and Reading Railroad Company, lessee,)	4,060,086	00	4,050,036	00	3,980,762	00	3,977,362	00	3,975,912	00
Susquehanna, (Philadelphia and Reading Railroad Company, lessee,)	2,002,746	00	2,002,746	00	2,002,746	00	2,002,746	00	2,002,746	00
Union,	2,907,850	00	2,907,850	00	2,907,850	00	2,907,850	00	2,907,850	00
Total,	$46,369,132	00	$46,428,780	00	$47,237,458	00	$47,469,008	00	$51,915,258	00

COMPARATIVE STATEMENT FOR FIVE YEARS—Amount of Funded and Floating Debt.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
Delaware and Hudson,	$19,837,000	00	$19,837,000	00	$18,763,000	00	$18,763,000	00	$15,378,000	00
Delaware Division,	800,000	00	800,000	00	800,000	00	800,000	00	800,000	00
Lehigh Coal and Navigation,	16,640,870	11	16,379,782	60	13,582,041	84	13,459,229	84	*17,305,742	27
Monongahela Navigation,	84,000	00	84,000	00	324,000	00	397,146	90	390,000	00
Pennsylvania,	2,960,000	00	2,940,000	00	2,926,000	00	2,872,000	00	2,842,000	00
Schuylkill Navigation, (Philadelphia and Reading Railroad Company, lessee,)	8,662,070	27	8,666,117	27	8,675,946	00	8,731,635	78	8,968,572	01
Susquehanna and Tidewater, (Philadelphia and Reading Railroad Company, lessee,)	3,085,215	18	3,147,381	25	3,249,643	75	3,273,890	85	3,379,019	99
Union,	3,093,000	00	3,109,500	00	3,125,200	00	3,128,000	00	3,155,000	00
Total,	$55,162,155	56	$54,963,781	22	$51,455,831	59	$51,424,902	47	$52,218,334	27

* Less $3,557,500 assumed by the Central railroad of New Jersey.

COMPARATIVE STATEMENT FOR FIVE YEARS—Cost of Canal and Fixtures.

NAME OF COMPANY.	1880.		1881.		1882.		1883.		1884.	
Delaware and Hudson,	$6,899,955	08	$6,905,550	17	$6,339,210	49	$6,339,210	49	$6,339,210	49
Delaware Division,	2,433,350	00	2,433,350	00	2,433,350	00	2,433,350	00	2,433,350	00
Lehigh Coal and Navigation,	4,455,000	00	4,455,000	00	4,455,000	00	4,455,000	00	3,000,000	00
Monongahela Navigation,	1,115,452	00	1,120,100	20	1,315,873	90	1,476,729	90	1,573,277	56
Pennsylvania.*										
Schuylkill Navigation,	12,580,461	36	12,571,011	36	12,500,216	36	12,496,643	36	12,492,900	36
Susquehanna and Tidewater,	4,930,704	83	4,929,974	40	4,927,974	40	4,930,291	49	4,931,345	53
Union,	5,907,850	00	5,907,850	00	5,907,850	00	5,907,850	00	5,907,850	00
Total,	$38,322,773	27	$38,322,836	13	$37,881,475	15	$38,039,075	24	$36,677,923	94

* "Cannot say." See Auditor General's report on Canals, &c., for 1872, page 796.

COMPARATIVE STATEMENT FOR FIVE YEARS—Gross Amount of Tonnage.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
Delaware and Hudson,	1,329,313	1,509,266	1,594,947	1,501,201	1,324,894
Delaware Division.*					
Lehigh Coal and Navigation,	719,338	702,714	678,894	728,988	762,588
Monongahela Navigation,	. . .	. . .	3,970,200	†	†
Pennsylvania,	861,798	905,095	874,952	808,311	649,517
Schuylkill Navigation,	706,066	783,148	707,757	738,487	652,902
Susquehanna and Tidewater,	382,295	346,257	386,650	396,829	320,487
Union,	29,853	23,316	26,251	28,878	16,165
Total,	4,028,663	4,350,796	8,239,651	4,201,694	3,626,553

* Included in report of Lehigh Coal and Navigation Company, lessee. † See foot-note 2, Table C.

COMPARATIVE STATEMENT FOR FIVE YEARS—Expenses Maintaining and Operating the Canal.

Name of Company.	1880.		1881.		1882.		1883.		1884.	
Delaware and Hudson,	$184,271	73	$184,148	01	$178,917	42	$186,825	58	$171,511	79
Delaware Division.*										
Lehigh Coal and Navigation,	247,604	51	276,271	16	239,764	22	208,390	17	189,107	84
Monongahela Navigation,	59,585	01	117,374	77	80,534	94	86,374	12	100,339	19
Pennsylvania,	117,826	32	262,611	76	253,740	39	203,771	75	192,372	70
Schuylkill Navigation,	165,733	27	167,570	89	199,797	52	191,792	91	179,096	12
Susquehanna and Tidewater,	35,693	43	45,632	55	46,309	85	15,753	95	48,737	74
Union,	22,495	91	23,130	50	21,980	96	18,676	31	21,844	83
Total,	$893,210	18	$1,076,739	64	$1,021,045	33	$911,584	79	$902,010	21

* Included in report of Lehigh Coal and Navigation Company, lessee.

COMPARATIVE STATEMENT FOR FIVE YEARS—Receipts.

Name of Company.	1880.		1881.		1882.		1883.		1884.	
Delaware and Hudson,	$39,500	61	$54,588	53	$60,007	52	$52,403	39	$54,171	56
Delaware Division.*										
Lehigh Coal and Navigation,	1,731,843	00	2,031,633	20	2,076,619	80	2,321,440	87	2,167,737	64
Monongahela Navigation,	236,929	19	216,908	10	271,991	25	281,449	90	209,267	97
Pennsylvania,	368,769	90	360,251	91	371,466	53	388,389	40	315,412	22
Schuylkill Navigation,	573,133	07	583,727	01	518,687	75	548,284	13	381,762	88
Susquehanna and Tidewater,	53,630	47	59,999	45	65,801	07	69,685	93	55,540	45
Union,	29,996	98	25,705	92	22,365	34	19,287	74	22,963	83
Total,	$3,030,803	22	$3,332,814	12	$3,386,939	26	$3,680,941	36	$3,206,856	55

* Included in report of Lehigh Coal and Navigation Company, lessee.

TABULATED RESULTS

COMPILED FROM TELEGRAPH REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Total amount now paid of capital stock.	Total amount of floating and funded debt.	Rate per cent. of interest on funded debt.	Rate per cent. of dividends.
Atlantic and Ohio,	$650,000 00	$650,000 00	None.		10
American District,	400,000 00	400,000 00	$15,320 48	6	
American Rapid,	10,000 00	1,000 00	100 00		
Bell Telephone,	560,000 00	560,000 00			41
Central District and Printing,	500,000 00	500,000 00	75,000 00		
Delaware and Atlantic Telegraph and Telephone,		10,000 00			
New York and Pennsylvania Telegraph and Telephone,	1,000,000 00	1,000,000 00			3
Pacific and Atlantic,	2,000,000 00	2,000,000 00	None.		None.
Pennsylvania Telephone,	750,000 00	686,000 00			8
Philadelphia Local,	400,000 00	400,000 00			
Philadelphia, Reading and Pottsville,	50,000 00	20,000 00	200,000 00	6	
Rockhill,	3,000 00	300 00	4,220 13		
Sullivan Telephone,	650 00	650 00	None.		None.
Tioga and Morris Run,	2,500 00	1,700 00	None.		
Western Pennsylvania,	50,000 00	5,000 00			
Western Pennsylvania Telegraph and Telephone,	500,000 00	500,000 00			
Western Union,	80,000,000 00	80,000,000 00	7,214,456 00	6 and 7	7
Williamsport and North Branch,	3,000 00	1,600 00			8
York Overland Telephone, Telegraph and Electric Light,	50,000 00	36,810 00	1,015 17		
Total,	$86,929,150 00	$86,773,060 00	$7,510,111 78		

TABLE B.—CHARACTERISTICS OF LINE.

NAME OF COMPANY.	Cost of line and equipments.		Length of main line in miles.	Length of main line in Pennsylvania.	Number of stations, entire line.	Number of stations in Pennsylvania.	Number of instruments in use, entire line.	Number of instruments in use in Pennsylvania.	Number of persons employed in maintaining and operating entire line.			Number of persons employed in maintaining and operating line in Pennsylvania.			Number of messages sent during the year, entire line.	Number of messages sent during the year in Pennsylvania.	Number of messages received during the year, entire line.	Number of messages received during the year in Pennsylvania.
									Males.	Females.	Total.	Males.	Females.	Total.				
American District,	$403,817	81					2,482	2,482						282	211,163	211,163	839,873	839,873
American Rapid,	*		688.75	688.75	16	16												
Atlantic and Ohio.†																		
Bell Telephone,	403,630	03																
Delaware and Atlantic Telegraph and Telephone.†																		
New York and Pennsylvania Telegraph and Telephone.†																		
Pacific and Atlantic.	‡																	
Philadelphia Local,	400,000	00			67	67	402	402	64	29	93	64	29	93	326,000	326,000	475,000	475,000
Philadelphia, Reading and Pottsville,	254,059	48	101	873.75	392	392	800	800	676	13	689	676	13	689	381,454	381,454	381,454	381,454
Pennsylvania Telephone.†																		
Rockhill,			30	30	5	5	5	5	5		5	5		5	487	487	487	487
Sullivan Telephone,	650	00	16	16	4	4	4	4										
Tioga and Morris Run,	1,700	00	28.25	28.25	7	7	7	7	7		7	7		7				
Western Pennsylvania,	462	67	3.50	3.50														
Western Pennsylvania Telegraph and Telephone.†																		
Western Union,			146,052.60	8,350.75	13,847	1,175	35,607				22,382			1,425	41,000,000		41,000,000	
Williamsport and North Branch,	1,600	00	28	28	7	7	8	8										
York Overland Telephone, Telegraph and Electric Light,	37,825	00																
Total,	$1,503,744	99	146,948.10	10,019	14,345	1,673	39,315	1,468	752	42	23,176	752	42	2,430	41,919,104	919,104	42,696,814	1,696,814

* No record. † Not constructed. ‡ Not stated.

TABLE C.—EXPENSES AND RECEIPTS.

NAME OF COMPANY.	Gross expenses, entire line.		Gross expenses in Pennsylvania.		Gross receipts, entire line.		Gross receipts in Pennsylvania.	
American District,	$110,641	11	$110,641	11	$153,234	05	$153,234	05
American Rapid.*								
Bell Telephone,	180,778	41	180,778	41	389,677	17	389,677	17
Philadelphia Local,	92,138	72	92,138	72	153,795	57	153,795	57
Philadelphia, Reading and Pottsville,	64,630	92	64,630	92	96,693	20	96,693	20
Sullivan Telephone,	41	76	41	76	45	23	45	23
Tioga and Morris Run,	777	27	777	27	549	04	549	04
Western Union,	12,439,771	88	. . .	.	18,456,185	19	. . . . .	.
Totals,	$12,888,780	17	$449,008	19	$19,250,179	45	$793,994	26

*Operated by Bankers' and Merchants' Telegraph Company.

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID FOR FIVE YEARS.

Name of Company.	1880.	1881.	1882.	1883.	1884.
American District,	$400,000 00	$400,000 00	$400,000 00	$400,000 00	$400,000 00
American Rapid,					1,000 00
Atlantic and Ohio,	650,000 00		650,000 00	650,000 00	650,000 00
Bell Telephone,					560,000 00
Central District and Printing,					500,000 00
Delaware and Atlantic Telegraph and Telephone,					10,000 00
New York and Pennsylvania Telegraph and Telephone,					1,000,000 00
Pacific and Atlantic,	2,000,000 00		2,000,000 00	2,000,000 00	2,000,000 00
Pennsylvania Telephone,				600,000 00	686,000 00
Philadelphia Local,	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Philadelphia, Reading and Pottsville,	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Rockhill,	300 00	300 00	300 00	300 00	300 00
Sullivan Telephone,					650 00
Tioga and Morris Run,					1,700 00
Western Pennsylvania,					5,000 00
Western Pennsylvania Telegraph and Telephone,					500,000 00
Western Union,	41,073,310 00	80,000,000 00	80,000,000 00	80,000 000 00	80,000,000 00
Williamsport and North Branch,					1,600 00
York Overland Telegraph, Telephone and Electric Light,					36,810 00
Total,	$44,543,710 00	$80,820,300 00	$83,470,300 00	$84,070,300 00	$86,773,060 00

COMPARATIVE STATEMENT OF FLOATING AND FUNDED DEBT FOR FIVE YEARS.

Name of Company.	1880.	1881.	1882.	1883.	1884.
American District,	$16,740 06	$18,600 09	$19,426 12	$17,552 76	$15,320 48
American Rapid,					100 00
Central District and Printing,					75,000 00
Philadelphia, Reading and Pottsville,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Rockhill,	4,520 13	4,220 13	4,220 13	4,220 13	4,220 13
Western Union,	6,254,308 00	6,244,102 00	6,234,382 00	6,214,456 00	7,214,456 00
York Overland Telegraph, Telephone, and Electric Light,					1,015 17
Total,	$6,475,568 19	$6,466,922 22	$6,458,028 25	$6,436,2[illegible] 89	$7,510,111 78

COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
American District,	799,068	890,501	817,903	821,298	839,873
Philadelphia Local,	375,000	412,000	495,000	450,000	475,000
Philadelphia, Reading and Pottsville,	221,620	244,436	279,961	. . . . .	381,454
Rockhill,	445	527	592	487	487
Total,	1,396,133	1,547,464	1,593,456	1,271,785	1,696,814

COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1880.	1881.	1882.	1883.	1884.
American District,	249,515	281,948	186,835	192,595	211,163
Philadelphia Local,	320,000	390,000	425,000	365,000	326,000
Philadelphia, Reading and Pottsville,	221,620	244,436	279,961	364,578	381,454
Rockhill,	445	527	592	487	487
Total,	791,580	916,911	892,388	936,660	919,104

COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.

Name of Company.	1880.		1881.		1882.		1883.		1884.	
American District,	$149,196	13	$172,648	58	$169,925	28	$162,838	20	$153,234	05
Bell Telephone,									389,677	17
Philadelphia Local,	218,151	52	197,664	58	251,694	86	210,563	17	153,795	57
Philadelphia, Reading and Pottsville,	77,315	69	85,906	30	92,229	68	96,218	09	96,693	20
Sullivan Telephone,									45	23
Tioga and Morris Run,									549	04
Total,	$444,663	34	$456,219	46	$513,849	82	$469,619	46	$793,994	26

COMPARATIVE STATEMENT OF GROSS EXPENSES IN PENNSYLVANIA FOR FIVE YEARS

Name of Company.	1880.		1881.		1882.		1883.		1884.	
American District,	$101,895	16	$106,853	80	$106,074	10	$107,939	02	$110,641	11
Bell Telephone,									180,778	41
Philadelphia Local,	193,208	58	170,635	32	196,007	12	133,730	60	92,138	72
Philadelphia, Reading and Pottsville,	56,155	04	53,615	30	56,470	88	58,786	81	64,630	92
Sullivan Telephone,									41	76
Tioga and Morris Run,									777	27
Total,	$351,258	78	$331,104	42	$358,552	10	$300,456	43	$449,008	19

ERRATA.

The total of the column in table D devoted to "aggregate length of all tracks in Pennsylvania," printed 13,643.355, on page 333, should be 15,665.325.

The total of the column in table F devoted to "average number of persons employed, including officials," printed 136,840, on page 340, should be 146,750, and the total of the column in the same table devoted to "average number of persons employed in Pennsylvania," printed 55,153 should be 73,306.

The total of the column in table J devoted to "gross tonnage," printed 136,655,832, on page 358, should be 156,655,832, and the total of the column for 1884, in the comparative statement of tonnage, page 405, should be the same.

The total of the column in table K devoted to "total earnings," printed $180,837,-606 71, on page 363, should be $181,030,129 26.

The caption of the last column in table L, on page 366, should read "charged to maintenance of cars," as it does on page 364, where the table begins; and the total of the same column on page 367, should be $10,096,251 23.

The total of the second column (conducting transportation) of table L, on page 367, should be $50,006,299 27; that of the third, (motive power,) $24,108,207 01, and that of the fourth, (maintenance of way,) $19,092,290 35.

The amount ($13,870 62) placed opposite Monongahela Incline Plane in the column of total expenses, page 369, should have been placed in the column of operating expenses, and the total expenses of this company should be $40,520 05.

The sum of $16,358,077 74, set opposite the New York, Lake Erie and Western company, for conducting transportation, in table L, page 365, should also have been placed in the column of total operating expenses, on page 370; and the sum of $14,819 86 should have been set opposite the People's company in the same column of the same page. The total of the column of operating expenses should be $117,469,203 67.

The total expenses of the New Castle and Beaver Valley company, page 370, should be $135,779.50, instead of $128,274.78, and the total of that column, on page 372, should be correspondingly increased.

INDEX.

Page.

Communication to the Governor, ... i
Number of corporations, ... ii
Pennsylvania's railroad mileage, ... ii
Capital stock, debt, and cost, ... iii
Passengers and freight, ... iii
Railroads of the world, ... iii
Railroad reports of other States, ... v
Connecticut, ... v
Illinois, ... v
Iowa, ... vi
Kansas, ... vii
Michigan, ... viii
New Hampshire, ... ix
New York, ... x
Wisconsin, ... xii

STEAM RAILROADS.

Addison and Northern Pennsylvania, ... 3
Allegheny Valley, ... 4
Allentown, ... 5
Arnot and Pine Creek, ... 6
Bachman Valley, ... 6
Baltimore and Cumberland Valley, ... 7
Baltimore and Cumberland Valley Extension, ... 8
Bald Eagle Valley, ... 9
Baltimore and Philadelphia, ... 9
Bangor and Portland, ... 10
Barclay, ... 11
Bedford and Bridgeport, ... 12
Beech Creek, Clearfield and South-Western, ... 13
Bell's Gap, ... 14
Bellevue Inclined Plane, ... 15
Bellefonte, Nittany and Lamont, ... 15
Berlin, ... 16
Berlin Branch, ... 16
Bethlehem and Belvidere, ... 17
Big Level, ... 17
Big Level and Kinzua, ... 18
Bradford, ... 19
Bradford, Richburg and Cuba, ... 19
Bradford, Bordell and Kinzua, ... 20
Bradford, Bordell and Smethport, ... 21
Bradford, Eldred and Cuba, ... 22
Brockwayville and Punxsutawney, ... 23
Buffalo, Bradford and Pittsburgh, ... 23
Buffalo, New York and Philadelphia, ... 24

Page.
Catawissa, . . . 26
Central Pennsylvania, . . . 27
Catasauqua and Fogelsville, . . . 27
Chartiers, . . . 28
Cherry Grove, . . . 29
Chester Valley, . . . 29
Chester and Delaware River, . . . 30
Chester Creek, . . . 30
Chestnut Hill, . . . 31
Cleveland and Pittsburgh, . . . 32
Colebrookdale, . . . 33
Colebrook Valley, . . . 34
Columbia and Port Deposit, . . . 35
Connecting, . . . 35
Cornwall, . . . 36
Cornwall and Lebanon, . . . 37
Cornwall and Mount Hope, . . . 37
Corning, Cowanesque and Antrim, . . . 38
Cumberland Valley, . . . 38
Danville and Riverside, . . . 39
Danville and Shamokin, . . . 40
Delaware, Lackawanna and Western, . . . 40
Delaware River and Lancaster, . . . 42
Delaware and Hudson Canal, . . . 42
Dillsburg and Mechanicsburg, . . . 44
Dunkirk, Allegheny Valley and Pittsburgh, . . . 44
Easton and Bangor, . . . 45
East Broad Top, . . . 45
East Brandywine and Waynesburg, . . . 46
East Pennsylvania, . . . 47
East Mahanoy, . . . 47
Ebensburg and Cresson, . . . 48
Edgewood, . . . 49
Elmira and Williamsport, . . . 50
Erie and Pittsburgh, . . . 50
Erie and Wyoming Valley, . . . 51
Evergreen, . . . 52
Fayette County, . . . 52
Fort Pitt Incline Plane, . . . 53
Frankford and Holmesburg, . . . 54
Germantown, Norristown and Phœnixville, . . . 54
Gettysburg and Harrisburg, . . . 55
Greenlick Narrow Gauge, . . . 56
Harrisburg, Portsmouth, Mt. Joy and Lancaster, . . . 57
Harrisburg and Western, . . . 57
Harrisburg and Potomac, . . . 58
Hanover Junction, Hanover and Gettysburg, . . . 58
Hanover and York, . . . 59
Huntingdon and Broad Top Mountain, . . . 60
Ironton, . . . 61
Jamestown and Franklin, . . . 62
Jefferson, . . . 63
Junction, . . . 63
Kensington and Tacony, . . . 64
Kendall and Eldred, . . . 65
Keystone Coal Company's, . . . 65

Page.
Kinzua, . . . 66
Lake Shore and Michigan Southern, . . . 66
Lancaster and Reading Narrow Gauge, . . . 78
Lawrence, . . . 78
Lehigh Valley, . . . 79
Lehigh and Lackawanna, . . . 88
Lehigh and Susquehanna, . . . 89
Lewisburg and Tyrone, . . . 89
Ligonier Valley, . . . 90
Littlestown, . . . 90
Little Saw-Mill Run, . . . 91
Little Schuylkill, . . . 92
Local Incline Plane, . . . 93
Lykens Valley, . . . 93
Martin's Creek and Stroudsburg, . . . 94
McKean and Buffalo, . . . 95
Meadville and Linesville, . . . 95
Mifflin and Centre County, . . . 96
Mine Hill and Schuylkill Haven, . . . 96
Mill Creek and Mine Hill, . . . 97
Mont Alto, . . . 98
Montour, . . . 99
Montrose, . . . 100
Monongahela Inclined Plane, . . . 100
Mount Carbon and Port Carbon, . . . 101
Mount Oliver Incline, . . . 102
Mount Pleasant and Broadford, . . . 103
Mount Pleasant and Latrobe, . . . 104
New Brighton and New Castle, . . . 104
Newry, . . . 105
New Castle and Beaver Valley, . . . 105
New Castle and Butler, . . . 106
New Castle Railroad and Mining, . . . 107
New Haven and Youghiogheny, . . . 107
New York, Chicago and St. Louis, . . . 108
New York, Pennsylvania and Ohio, . . . 109
New York, Lake Erie and Western Coal, . . . 110
New York, Ridgway and Pittsburgh, . . . 111
New York, Pittsburgh and Chicago, . . . 112
New York, Lake Erie and Western, . . . 113
New York, Susquehanna and Western, . . . 117
Nesquehoning Valley, . . . 117
Nittany Valley and Southern, . . . 118
Northern Central, . . . 118
North and West Branch, . . . 120
North-East Pennsylvania, . . . 121
North Pennsylvania, . . . 121
Oil City and Ridgway Railway and Mining, . . . 122
Olean, Bradford and Warren, . . . 123
Pennsylvania, . . . 123
Pennsylvania and Western, . . . 138
Pennsylvania Coal, . . . 138
Pennsylvania Company, . . . 139
Pennsylvania and Martin's Creek, . . . 140
Pennsylvania and New York, . . . 140
Pennsylvania Schuylkill Valley, . . . 141

Page.
Pennsylvania, Slatington and New England, . . . 142
Penn Gas Coal Company's Youghiogheny, . . . 142
People's, . . . 143
Perkiomen, . . . 144
Philadelphia and Reading, . . . 145
Philadelphia and Erie, . . . 161
Philadelphia and Trenton, . . . 162
Philadelphia and Baltimore Central, . . . 162
Philadelphia, Wilmington and Baltimore, . . . 163
Philadelphia, Newtown and New York, . . . 165
Philadelphia and Lehigh Valley, . . . 166
Philadelphia, Germantown and Norristown, . . . 166
Pine Creek, . . . 167
Philadelphia, Germantown and Chestnut Hill, . . . 168
Pickering Valley, . . . 169
Pittsburgh, Virginia and Charleston, . . . 170
Pittsburgh Southern, . . . 170
Pittsburgh and Castle Shannon, . . . 171
Pittsburgh and Connellsville, . . . 172
Pittsburgh, East End, . . . 173
Pittsburgh, Fort Wayne and Chicago, . . . 174
Pittsburgh, Cincinnati and St. Louis, . . . 175
Pittsburgh and Lake Erie, . . . 176
Pittsburgh and Western, . . . 177
Pittsburgh, Chartiers and Youghiogheny, . . . 178
Pittsburgh Junction, . . . 179
Pittsburgh, McKeesport and Youghiogheny, . . . 180
Plymouth, . . . 181
Point Breeze, . . . 182
Pomeroy and Newark, . . . 182
Pottsville and Mahanoy, . . . 183
Reading and Columbia, . . . 184
Reading and Lebanon, . . . 185
Reading and Pottsville, . . . 185
Rew City and Eldred, . . . 186
Ridgway and Clearfield, . . . 187
Ridgway and Oil City, . . . 187
Riegelsville, . . . 188
River Front, . . . 188
Rochester and Pittsburgh, . . . 189
Salisbury, . . . 190
Schuylkill River, West Side, . . . 191
Schuylkill River, East Side, . . . 192
Schuylkill Valley Navigation and Railroad, . . . 192
Shamokin, Sunbury and Lewisburg, . . . 193
Shamokin Valley and Pottsville, . . . 194
Sharon, . . . 194
Sharpsville, . . . 195
Sheffield and Spring Creek, . . . 196
Shenango and Allegheny, . . . 197
Sherrick Run, . . . 198
Sinnemahoning and Sheffield, . . . 199
Slate Ridge and Delta, . . . 199
Somerset and Cambria, . . . 200
Southern Pennsylvania, . . . 200
South Pennsylvania, . . . 201

Page.
South-West Pennsylvania, . . . 201
South Mountain, . . . 202
State Line and Sullivan, . . . 203
Stony Creek, . . . 204
Strasburg, . . . 205
Sunbury, Hazleton and Wilkes-Barre, . . . 205
Sunbury and Lewistown, . . . 206
Susquehanna and Clearfield, . . . 206
Susquehanna and Delaware River, . . . 207
Tioga, . . . 207
Tionesta Valley, . . . 208
Tionesta and Clarion, . . . 209
Tresckow, . . . 210
Turtle Creek and Allegheny River, . . . 210
Tyrone and Clearfield, . . . 211
Warren and Farnesworth Valley, . . . 212
Waynesburg and Washington, . . . 213
West Chester and Phœnixville, . . . 214
Western Maryland, . . . 214
Western Pennsylvania, . . . 216
West Penn and Shenango Connecting, . . . 216
Wheeling, Pittsburgh and Baltimore, . . . 217
Williamsport and Clearfield, . . . 217
Williamsport and North Branch, . . . 218
Wilmington and Northern, . . . 218
Wind Gap and Delaware, . . . 220
York and Peach Bottom, . . . 221
Youghiogheny and Elizabeth, . . . 221
Youghiogheny Northern, . . . 222

Passenger Railways.

Allentown, . . . 225
Bradford and Kendall, . . . 226
Central, Pittsburgh, . . . 226
Chester Street, . . . 227
Citizens', Philadelphia, . . . 228
Citizens', Pittsburgh, . . . 228
City, Altoona, . . . 229
Coalville, . . . 230
Continental, . . . 230
Easton and South Easton, . . . 231
Empire, . . . 231
Erie City, . . . 232
Federal Street and Pleasant Valley, . . . 232
Frankford and Southwark, . . . 233
Germantown, . . . 233
Green and Coates Streets, Philadelphia, . . . 234
Harrisburg City, . . . 234
Hestonville, Mantua and Fairmount, . . . 235
Johnstown, . . . 236
Lancaster City, . . . 237
Lehigh Avenue, . . . 239
Lombard and South Street, . . . 238
People's, Philadelphia, . . . 240
People's Street, Lackawanna county, . . . 237
Perkiomen Avenue, . . . 239

Page.
Philadelphia City, ... 241
Philadelphia and Darby, ... 241
Philadelphia and Gray's Ferry, ... 242
Philadelphia Traction, ... 242
Pittsburgh, Allegheny and Manchester, ... 243
Pittsburgh and Birmingham, ... 244
Pittsburgh, Oakland and East Liberty, ... 244
Pittsburgh and West End, ... 245
Pittsburgh Union, ... 246
Pittston Street, ... 246
Reading City, ... 247
Ridge Avenue, ... 248
Schuylkill River, ... 248
Scranton, ... 249
Second Avenue, Pittsburgh, ... 249
Second and Third Streets, ... 250
Seventeenth and Nineteenth Streets, ... 251
South Side, ... 251
Stroudsburg, ... 251
Thirteenth and Fifteenth Streets, ... 252
Transverse, ... 253
Union, ... 253
West Philadelphia, ... 254
Wilkes-Barre and Kingston, ... 255
Williamsport, ... 256

CANAL AND NAVIGATION COMPANIES.

Delaware and Hudson, ... 259
Delaware Division, ... 260
Lehigh Coal and Navigation, ... 261
Monongahela Navigation, ... 262
Pennsylvania, ... 263
Schuylkill Navigation, ... 264
Susquehanna, ... 265
Union, ... 266

TELEGRAPH AND TELEPHONE COMPANIES.

American District Telegraph, ... 269
American Rapid Telegraph, ... 271
Atlantic and Ohio Telegraph, ... 272
Bell Telephone, ... 274
Central District and Printing Telegraph, ... 276
Delaware and Atlantic Telegraph and Telephone, ... 279
New York and Pennsylvania Telephone and Telegraph, ... 281
Pacific and Atlantic Telegraph, ... 283
Philadelphia, Reading and Pottsville Telegraph, ... 284
Pennsylvania Telephone, ... 286
Philadelphia Local Telegraph, ... 289
Rockhill Telegraph, ... 291
Sullivan Telephone, ... 293
Tioga and Morris Run Telegraph, ... 295
Western Pennsylvania Telegraph and Telephone, ... 296
Western Pennsylvania Telegraph, ... 297
Western Union Telegraph, ... 298
Williamsport and North Branch Telephone, ... 301
York Overland Telephone, Telegraph, and Electric Light, ... 302

Tabular Statements.

Steam Railroads.

Page.
Table A—Stock and dividends, ... 306
Table B—Debt and interest, ... 314
Table C—Cost of road and equipment, ... 320
Table D—Characteristics of road, ... 328
Table E—Equipment, ... 334
Table F—Trains and persons employed, ... 337
Table G—Miles run by trains and rate of speed, ... 341
Table H—Passengers carried and rate of fare, ... 345
Table I—Kind and quantity of freight carried, ... 349
Table J—Quantity of freight carried and rate per ton, ... 355
Table K—Earnings during the year, ... 359
Table L—Expenses during the year, ... 364
Table M—Express companies and United States mail, ... 373
Table N—Accidents, ... 377
Comparative statement of capital stock paid in for five years, ... 380
Comparative statement of funded and floating debt for five years 387
Comparative statement of cost of road and equipment for five years, ... 393
Comparative statement of passengers carried for five years, ... 399
Comparative statement of tonnage for five years, ... 402
Comparative statement of railroad receipts for five years, ... 406
Comparative statement of railroad expenses for five years, ... 410
Comparative statement of railroad accidents for five years, ... 414

Passenger Railways.

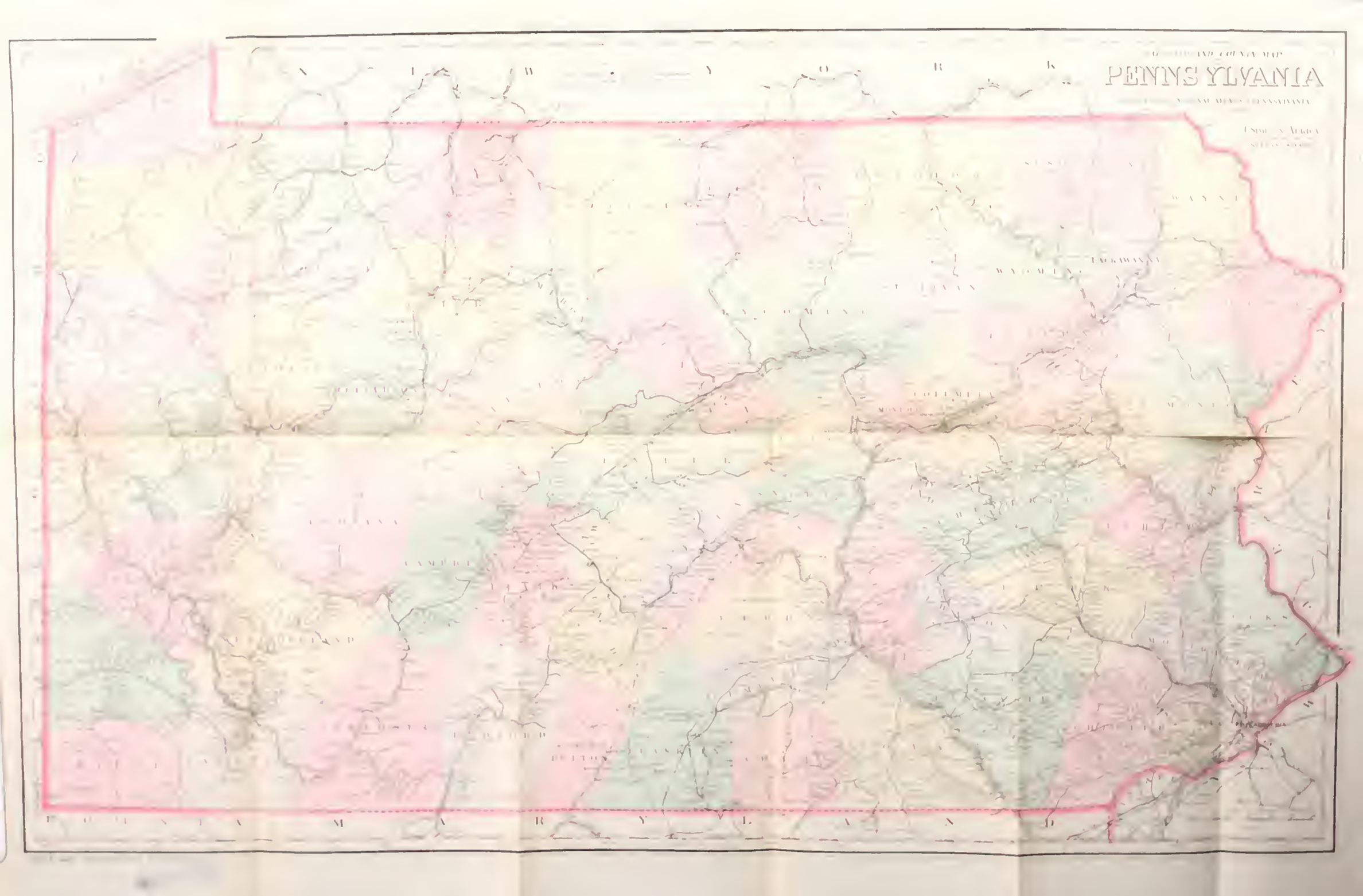
Table A—Stock and debt, ... 418
Table B—Cost and characteristics, ... 420
Table C—Passengers and expenses, ... 422
Table D—Receipts, ... 424
Table E—Accidents, ... 426
Comparative statement of capital stock paid in for five years, ... 427
Comparative statement of funded and floating debt for five years, ... 429
Comparative statement of cost of road and equipment for five years, ... 431
Comparative statement of passengers carried for five years, ... 433
Comparative statement of expenses for five years, ... 435
Comparative statement of receipts for five years, ... 437
Comparative statement of interest and dividends for five years, ... 439
Comparative statement of accidents for five years, ... 441

Canal and Navigation Companies.

Table A—Stock and debt, ... 444
Table B—Characteristics, ... 445
Table C—Tonnage, expenses, and receipts, ... 446
Table D—Quantity of freight, ... 447
Comparative statement of capital stock paid in for five years, ... 449
Comparative statement of funded and floating debt for five years, ... 449
Comparative statement of cost of canal and fixtures for five years, ... 450
Comparative statement of gross tonnage for five years, ... 450
Comparative statement of expenses for five years, ... 451
Comparative statement of receipts for five years, ... 451

Telegraph and Telephone Companies.

Page.
Table A—Stock and debt, ... 454
Table B—Characteristics of line, ... 455
Table C—Expenses and receipts, ... 456
Comparative statement of capital stock paid in for five years, ... 457
Comparative statement of floating and funded debt for five years, ... 457
Comparative statement of messages received for five years, ... 458
Comparative statement of messages sent for five years, ... 458
Comparative statement of gross receipts for five years, ... 459
Comparative statement of gross expenses for five years, ... 459


PENNSYLVANIA